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The Hongkong Telegraph.

FOUNDED 1861
No. 21,008

六拜禮 號十月七英港香

SATURDAY, JULY 10, 1926. 日一初月六

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FALSE RUMOUR.

REGARDING BOYCOTT CONFERENCE.

NO POSTPONEMENT.

News from Canton states that a few days ago a rumour was in circulation to the effect that the date fixed by the Ministry of Foreign Affairs for the conference in regard to the strike and boycott had been postponed.

Considerable disappointment was created by this rumour, but on enquiry, it was learned that the Ministry of Foreign Affairs knew nothing of the origin of the report. On the contrary, the Ministry is said to be busily engaged making preparations for the opening of the Conference on the date arranged, and there are optimistic opinions held in official circles as to the outcome of the negotiations.

ANOTHER PICKET INCIDENT.

In violation of police regulations, a number of pickets a few days ago entered a hardware shop on West Wai Fuk Road, Canton, and arrested the proprietor, who refused to go with them, and cried out for help. The police answered his call, but the pickets were unwilling to take the shop-keeper to the Police Station, and it was only after other policemen arrived that they reluctantly consented to do so. The shop proprietor was accused of having violated certain Union regulations, but what has happened to him is not known.

The owners of the ferryboat Fai Chow, which runs between Fungchuen and Kai, claim to have suffered a great loss since the commencement of the boycott, for most of the strikers and even Union men who are not on strike refuse to pay their passages. The company has petitioned the Government asking that orders be given to all Union men to pay their fares when taking passage on the Fai Chow.

NO RIGHT TO MEALS.

A couple of days ago, a number of persons were arrested by pickets on the charge that they were taking meals at various rice halls maintained by the strikers, whereas they had no right to do so.

The Health Department has issued an order that all sweepers must become members of the Kuomintang Party. The order goes so far as to state that anyone who renders service to the Government should be a member of the Kuomintang.

Several men dressed in uniform tried to smuggle seven baskets of opium on board of the Shikwan frigate on the morning of the 8th instant. The conductor insisted that the baskets be opened for examination, but the uniformed men refused to do this, claiming that the baskets contained military supplies. The conductor went out to get other men to help him, and in the meanwhile the smugglers fled, abandoning their baskets, which were found to contain 10,000 taels of opium, valued at about \$30,000.

ANOTHER CHEKIANG OFFICIAL.

With the removal of Mr. Hoh Hoi-ping, Chief of Detectives, the last important official of the Police Department appointed by General Wu Te-chen has been replaced by adherents of Chang Kai-shek. Mr. Hoh received notice of his dismissal whilst in Macao on an important mission for his department. His successor will be Mr. Lee Yuen-chu, formerly a Secretary of the Bureau of Public Safety. The new Chief of Detectives comes from the Province of Chekiang, as do General Chang Kai-shek and the Chief of Police, Mr. Lee Cheung-tat.

It is reported that another steamer of the Soviet Volunteer Fleet has arrived at Lin Far Shan, just below Whampoa, with a load

(Continued on Page 10.)

NEW PRECEDENT FOR HONGKONG.

CHINESE ON EXECUTIVE COUNCIL.

SIR SHOUSON CHOW CHOSEN.

It is announced in the Gazette to-day that His Excellency the Governor has, with the approval of the Secretary of State for the Colonies, appointed, provisionally and subject to His Majesty's pleasure, Sir Shouson Chow to be an Unofficial Member of the Executive Council in the place of the late Sir Paul Chater.

This is the first time in the history of the Colony that a Chinese has been appointed a member of the Executive Council, and the many friends of Sir Shouson Chow will congratulate him on the honour which he has secured.

The new member who was knighted in the early part of this year, has been for some time senior Chinese unofficial member of the Legislative Council, on which he has had a seat since 1921, whilst he has also served on the Sanitary Board and is a member of the Court of Hongkong University. He was formerly in Chinese Government service, but for many years past has resided in Hongkong and taken a leading part in the social and business life of the Chinese community.

CANTON LABOUR.

TALK OF BIG STRIKE.

Workers in some thirty lines of business in Canton, involving more than 100,000 persons, are said to have threatened to call a general strike, unless the Commission of Agriculture and Labour will register non-Communist and non-Kuomintang Labour Unions.

It appears that these Labour Unions have not been registered with the Kuomintang, in accordance with the recent order requiring all Unions to be registered once more. It has been alleged that the recent order was made to check up the number of Unions in Canton and to ascertain which are and which are not sympathetic to the Kuomintang movement.

YOUTHS QUARREL.

BOY FIRES REVOLVER.

It is reported that a number of Chinese youths had an altercation amongst themselves when out cycling in Nathan Road early this morning.

The quarrel occurred near the Po Hing Theatre and it is stated that one of them who possessed a revolver fired a shot into the air with a view to keeping his assailants off. One result was to bring a number of policemen on the scene, and the whole of the boys were arrested and taken to the Police Station.

NEW YORK MISHAP.

TRAIN JUMPS THE RAILS.

New York, July 9. The first serious accident in the subway strike occurred when a train driven by a striker-breaker rounded a curve too quickly and jumped the rails. No one was injured but the service was stopped for four hours.—*Reuter's American Service.*

U. S. TORNADO.

TWO PEOPLE KILLED.

Chicago, July 9. Two people were killed and several seriously injured in a tornado which swept Benton Harbor, causing destruction in parts of Indiana and razing buildings and orchards.—*Reuter's American Service.*

LOCAL RADIO.

THE PROPOSED NEW LAW.

LICENCES FOR SETS.

The Gazette contains the draft of an Ordinance to amend the law relating to wireless telegraphy.

It is explained that one of the principal objects of this Bill is to make it necessary for receiving sets to be licensed. This is accomplished by amending the definition of the term "telegraph" so as to include apparatus for receiving as well as apparatus for sending.

NEW DEFINITION.

The other principal object of the Bill is to make it an offence to maintain, or possess, a wireless telegraph station without a licence. The present Ordinance makes it an offence only to establish a station, or work apparatus, without a licence. It will be noticed that the term "wireless telegraph station" is defined in the Bill as including any apparatus which has been installed for the purpose of being used for wireless telegraphy.

The opportunity has been taken to shorten and simplify the arrangement of the present Ordinance. For example, the whole subject of the licensing authority and

PORTUGUESE POLITICS.

President Da Costa Imprisoned.

Paris, July 9. A message from Lisbon says that the army is demanding the resignation of the President, General Da Costa. It is reported that a Committee of three Generals and two Admirals is being organised charged with forming a Cabinet, including civilians.—*Reuter.*

GOVERNMENT OVERTHROWN.

Lisbon, July 9. General Da Costa's Government has been overthrown and Gen. Da Costa is a prisoner in the Belem Palace.

A New Cabinet has been formed, with General Carmona, Premier; Major Joao Bello, Minister for Colonies; and M. Bettencourt Rodrigues, Minister for Foreign Affairs.—*Reuter.*

the form and conditions of the licences is relegated to regulations to be made under the Ordinance. In the present Ordinance this matter is scattered over four sections.

DOUBTFUL PROVISION.

The definition of the term "wireless telegraphy" in the present Ordinance contains a proviso to the effect that nothing in the Ordinance shall prevent any person from making or using an electrical apparatus for actuating machinery or for any purpose other than the transmission of messages. This proviso was inserted in the Wireless Telegraphy Act of 1904 while the Bill was in committee, the mover of the amendment urging that its addition was necessary to protect enterprise and scientific exploration from interference. The proviso was accepted without discussion, but it seems to have been of very doubtful necessity, and it has been omitted from this Bill.

SOME PROVISIONS.

From the actual Bill we take the following provisions:

No person shall establish, maintain, or have in his possession any wireless telegraph station in any place in the Colony, or on board any British ship registered in the Colony, except under and in accordance with a licence granted under this Ordinance.

If a magistrate is satisfied by information on oath that there is reasonable ground for believing

(Continued on Page 10.)

FOREIGNERS BEING SHADOWED.

SEQUEL TO THE SIBLEY MURDER.

MOLESTERS THREATENED.

Extraordinary measures have been adopted by the Chinese authorities at Chengtu, Szechuan province, for the protection of foreigners since the savage murder of Mrs. Sibley, a missionary, whose head was hacked off by a man believed to have been insane.

According to private messages received in Shanghai, the authorities have issued proclamations for the protection of foreigners, and foreigners are now being shadowed through the streets either by uniformed police or plain clothes men.

One of the proclamations issued by the authorities threatens that anybody found molesting foreigners on the streets will be shot on the spot.

Messages from Chengtu state that the body of the madman who killed Mrs. Sibley, and who claimed to be a messenger from hell, was left unprotected in the street until it was found by foreigners. When they arrived the body had been robbed of all valuables, including a ring, locket and chain, and wrist watch of gold, and even the shoes had been taken from the feet.

It is not known whether the Chinese looking like a student, who attacked Miss Manley, has been tried. A correspondent doubts it.

SUBMARINE VICTIMS.

IDENTIFIED BY FINGERPRINTS.

New York, July 9. The removal of the bodies of the men trapped in submarine S51 began at Brooklyn navy yard. The bodies were carried to the Navy Hospital, where the identification process is being carried out by a finger print expert. The press is most interested.—*Reuter.*

The body of Lieutenant Foster was first identified. Eight bodies have been recovered and four more are known to be in the wreckage, while the torpedo room has not yet been entered.—*Reuter.*

P. AND O. BANK.

LORD INCHEAPE ON INDIAN CURRENCY.

London, July 9.

Speaking at the annual meeting of the Peninsular and Oriental Banking Corporation, Lord Inchcape anticipated that the result of the deliberations of the Royal Commission on Indian currency would be to stabilise the rupee at eighteen pence. He was of opinion that with settled conditions of labour, they might be optimistic with regard to the future.—*Reuter.*

COBHAM'S MECHANIC.

A NEW MAN APPOINTED.

Rugby, July 9. Mr. W. Moore has accepted the offer of the De Havilland Aircraft Company to take the place of Elliott, the mechanic of Alan Cobham's flight to Australia who was killed by an Arab sniper's bullet.

Moore is an expert on air-cooled engines and is the chief tester at Coventry of the Armstrong-Siddeley Jaguar engines with which Cobham's seaplane is fitted. He took part in the King's Cup Race three years ago, which Captain Courtney, who on that occasion won.—*British Wireless.*

AMAZING STORY.

SHANGHAI OPIUM SCHEME.

INVENTOR'S NEW PROCESS.

The story is often told of how some confidence man tries to sell the proverbial gold brick to an unsuspecting individual, but for one to try and sell a secret formula for making synthetic opium to a business man, is quite unusual. However, that is what happened to one of Shanghai's prominent business men yesterday, says the N. C. D. News of July 2nd. As a result two foreigners are in police custody in connection with the case.

The story runs that about a week ago, a man of uncertain extraction came to his office and told him that he had known him for a long while and that because he was short of money he had come to him with a proposition which, with a few hundred dollar investment, would net them between \$2,000,000 and \$3,000,000 a year. Of course the business man had never seen nor heard of the inventor, but was willing to listen to how this substantial income could be made.

Going into considerable detail, the confidence man told the following story. He had come from Daien, where he was employed by a Japanese and a German chemist, who had worked out a formula for making synthetic opium. He had obtained the formula, but had no money to operate. He said that he was prepared to give a demonstration and accordingly one was arranged for the next day in a private room in the office building.

At the appointed time the man turned up for the demonstration. He produced three paper packets filled with white powder. Also a distilling apparatus and a lamp. He placed one packet of the powder in an opium jar and held it to a steam line with the steam playing on it. He then added the contents of the second packet of powder and then the third, at the same time stirring them with a rod. He showed his victim the result. He next produced a small bottle of brown liquid and poured it into the opium pot with the rest of the chemicals. Then, wetting his fingers, he smeared the mixture around them and placed the top on the pot. This the victim noticed, was done with difficulty.

The next operation was to place the whole in a basin of warm water. After allowing it to stand for a few minutes, he took the pot out and from the inside produced a substance, which later tests showed to be a high grade of Indian opium, well prepared. It is the opinion of our informant that, when the man was having so much difficulty in placing the top on the opium pot, he changed his conception for a pot containing the Indian opium.

SOME STATISTICS.

The man next explained how the profit could be made. He said that the cost per pound for the ingredients of the synthetic opium would be \$23.60 while the selling price would be about \$90. He said that he could make 35 pounds an hour with the proper apparatus and could make the produce weak or strong to conform to the taste of the consumer.

He informed the business man that the ingredients of the synthetic product was heroin, morphia and several other chemicals which he would not divulge, but which could be purchased easily from a chemist. In order to start operations one pound of morphia and the kilo of heroin, the whole costing \$1,750, would be needed. The other chemicals would also cost a few hundred dollars. This would be sufficient to manufacture 100 pounds of opium.

The confidence man then suggested that the gentleman get in touch with his Chinese staff and

(Continued on Page 6.)

Bulls and Inners

From the Office Butts.

Motor number plates must be painted in black and white, states a traffic regulation. McWhirter shady business. This is time of the year when we are sure to deplore such a waste of gold stuff.

The Wuchow Seamen's Union recently explained that the demand that pilots be paid \$1,600 per week was based on the fact that whereas \$600 per week had been previously paid, "the cost of living had practically doubled." We understand that the increase is calculated on the *matric* system.

From the Telegraph: "Wanted to rent for the season, broodery, Ladies' Handkerchiefs, Statues of Saints and Baby Shoes. Stating terms and site of match." The rate of the dollar and lighting-up time were unfortunately omitted.

A statistician estimates that his car engine executed 34 million revolutions last year, according to a Home newspaper. It sounds just the sort of thing for the Chinese market.

According to a report, there has been a slight decrease in the export of American motor cars. Business in American novels, on the other hand, shows a huge increase. Looks as if the pen is mightier than the Ford.

The leader of a New York orchestra has committed suicide. Probably tired of a hum-drum life. Three things modern woman doesn't do—put up her hair, lift her skirt when crossing the street, and laugh up her sleeve.

The originator of the Silver says before he attained success he had to cross many streams. Probably he forded across.

If they don't settle the miners' strike soon, foreign concerns may have to carry coals to Newcastle.

An English girl born in China, now at home, doesn't drink, smoke, or bob her hair. She must have come from Shanghai.

The best way for a motorist to prevent the police from thinking that he's a speed fiend, is to prosecute somebody else for the offence.

An optimist is a man who's never been out of luck.

The modern girl may have her defects, but nobody can say she's effeminate.

If some Hongkong men were to think as hard in the office as they do on the golf links, they'd be millionaires.

Wouldn't a good name for drunkards be saloonatics?

The New York Poultry Trust has just opened a big social club. It's likely to be popular with hen-pecked husbands.

A fashion paper says a man may wear plus fours and yet not be a golfer. Hongkong has known that for years.

The "Best Man" may kiss the bride after the ceremony, as long as it is not too long after.

There is no truth in the rumour that members of the Mothers' Union have offered to equip the Republic Bay bathing tents with the buttons found in local Church collections.

British Labourites are complaining at "sweating." So are we.

From this morning's *Morning Post*: "Vacant large sitting room with small bedroom attached. Suit: two gentleman or married couple. Terms: full board and washing two persons, \$220. Necktie please!"

There is no truth in the rumour that members of the Mothers' Union have offered to equip the Republic Bay bathing tents with the buttons found in local Church collections.

(Continued on Page 6.)

Lophoceros miniatissimus. Theos and Culex tritaeniorhynchus. Gilex are the pet names of two of the specimens of mosquitoes sent to the British Museum. Although they both sing for a living, we understand that their strong points are most noticeable when silent.

"Is the Bacon Bill a hint?" asks the *South China Morning Post*. It's certainly not a *bill* *doux* when it comes from the compadre.

When you have something to say to a "bad egg" . . . break it gently.

A medical journal says that "contrary to general belief, corsets are not dangerous." No; not unless there happens to be something inside them.

A reader thinks that "it misapprehends the imagination of the smugglers who tried to pass precious stones into Russia, hidden in chickens."

Steve Donoghue and the Chinese woman bandit with the felt hat are running a heck-and-neck race for pride of place in frequency of appearance in a contemporary's pictorial columns.

A man's business shows where he stands, and his golf and fishing where he lies.

Judging from the way some Hongkong people dance, the only steps they know are those leading to the front door.

We hear of a Hongkong lady who won't let her husband go into the crude oil business because it isn't refined.

Labour Motto: A little earning is a dangerous thing.

A big bale of cloth has been found in the harbour. Despite hopes to the contrary, it was not intended for the G. C. H.

The Australian cricketers only made 197 in their first innings against Worcester. We understand that each of the visitors is to be presented with a bottle of Worcester sauce as an appropriate memento of the occasion.

If the Peak Hotel nocturnal hymn singers are hoping to convert the other residents, we don't think much of their chants.

From the *Daily Press*: "A benefit performance for Miss Mura Shipoff . . . is to be given at Mount Austin Barracks. The display will be held at Mount Austin Barracks Cinema House, and will be held at Mount Austin Barracks Cinema House, and commences at 9 p.m." We understand that it has now been definitely established that the display was held at Mount Austin Barracks Cinema House.

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ARTERIOSCLEROSIS
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SLOW AND CONTINUOUS ACTION
NEVER GIVE RISE TO IRRITISM

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ADVENTURES OF A PEKING BOY.

RUNAWAY SON OF EX-MINISTER OF FINANCE.

Peking, June 29.

The small boy who runs away from home to be a soldier or a sailor is no novelty in the Occident, where it is regarded as a possible happening in families of all classes, but when such precocious adventures appear in good Chinese families the parents are aghast and the whole community is agape with wonder. A few weeks ago this city was much excited by the news that the little son of Mr. Lo Wen-kan, the distinguished jurist and ex-minister of Finance, had disappeared from school and home and it was generally surmised that he had been kidnapped or had fallen into evil hands. Much sympathy was felt for the parents and all fathers of the official class were much alarmed and watched their offspring with unusual care. Then when the little Lo reappeared and it transpired that he had actually run away, there was much wagging of old heads and much bitter comment upon the disruptive tendencies of the age.

A Schoolboy Quarrel.

Mr. Lo Wen-kan's son is 14 years old and is a pupil in a local school. One day he had a schoolboy quarrel with another boy of his own age in which the headmaster intervened. The principal had no time then to go into the merits of the case, but promised the youngsters that he would investigate their case after classes and punish the one who started the squabble. Meanwhile they were locked in separate rooms and a coolie set to watch them. When evening came the principal sent for the young sinners, but it was discovered that Master Lo had made his escape. It was assumed that he had either gone home or was hiding on the premises, so nothing was thought of it until the following morning. Then, when he was still missing, the headmaster telephoned to Mr. Lo Wen-kan and asked if the boy were at home. He was not and had not been there during the night, so the school was diligently searched and all the other boys were closely questioned, but no clue to little Lo's whereabouts was brought to light. Of this the Lo family was duly advised and inquiry was made at the homes of all friends of the family and of the boy's playmates, with no better luck. The Peking police were then notified and the Tientsin police in their turn, advertisements were inserted in the papers and the railway trains were closely watched—together without result. The boy's mother was nearly distracted and the father both worried and disgusted.

Two weeks went by and then, one day, four Fengtien soldiers appeared at Mr. Lo Wen-kan's house and asked the father to take delivery of one diminutive officer, one orderly's uniform and one small sword. Master Lo had not only come back, but had returned in state, with attendants and a sword at his side.

A Diplomatic General.

Little Lo, upon his escape from the school, had gone to the house of a schoolmate where he had been secreted for a night. The following day he had escaped from the city by the Peking-Mukden railway, paying his way as far as he could and then riding as far as possible without paying. A few days later, the commandant of the Luanchow garrison, having some reason to visit the railway

THE COAL BILL.

THE RAILWAYMEN'S ATTITUDE.

London, July 9.

The N. U. R. conference at Weymouth endorsed the executive's decision not to take action on the miners' request to impose an embargo on coal.

Lessons of the Strike.

Heartburnings of the trade unions as to the general strike were freely expressed at a council meeting of the Federation of Trade Unions, at Dover. The ship constructors' representative said his union had to pawn its investments to assist its members. His executive was determined that its members should not be called out in future, except on their own ballot.—*Reuter.*

THE MIND AND THE BODY

are closely related. The mind cannot be clear when the intestinal tract is clogged, for thus poisons enter the blood which affect the powers of thought. To remedy constipation and ensure daily regularity use Pinkettes. As a liver regulator, and to quickly check bilious attacks, sick headaches, also to clear the skin and purify the breath, these dainty, mild little laxatives are unequalled. Of chemists, or post free, 60 cents per vial from the Dr. Williams' Medicine Co., 50 Kiungse Road, Shanghai.



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Full Particulars —
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station, found a well dressed small boy lying on the station platform famished and exhausted. He had the youth taken to his headquarters, where a good sleep and several good meals soon restored the youngster to normal. The Brigadier General suspected from his clothes and speech that he was a runaway, but could elicit no confession from him, so decided to keep him with him and win his confidence. He, therefore, got him an orderly's uniform to fit, supplied him with a small sword and let him understand that he was now an officer in the Chinese army. Through good treatment and adroit questioning he finally learned who the boy was and how he had run away. Once sure that he had the facts, it was a simple matter to send him home with enough of an escort to make sure that he was delivered to his father.

The General showed that he had some knowledge of children in assigning to four men the task of circumventing the ingenuity and elusiveness of one small boy.

Your Home Should Have A Real Bathroom

There is nothing that will bring so much pleasure and comfort.

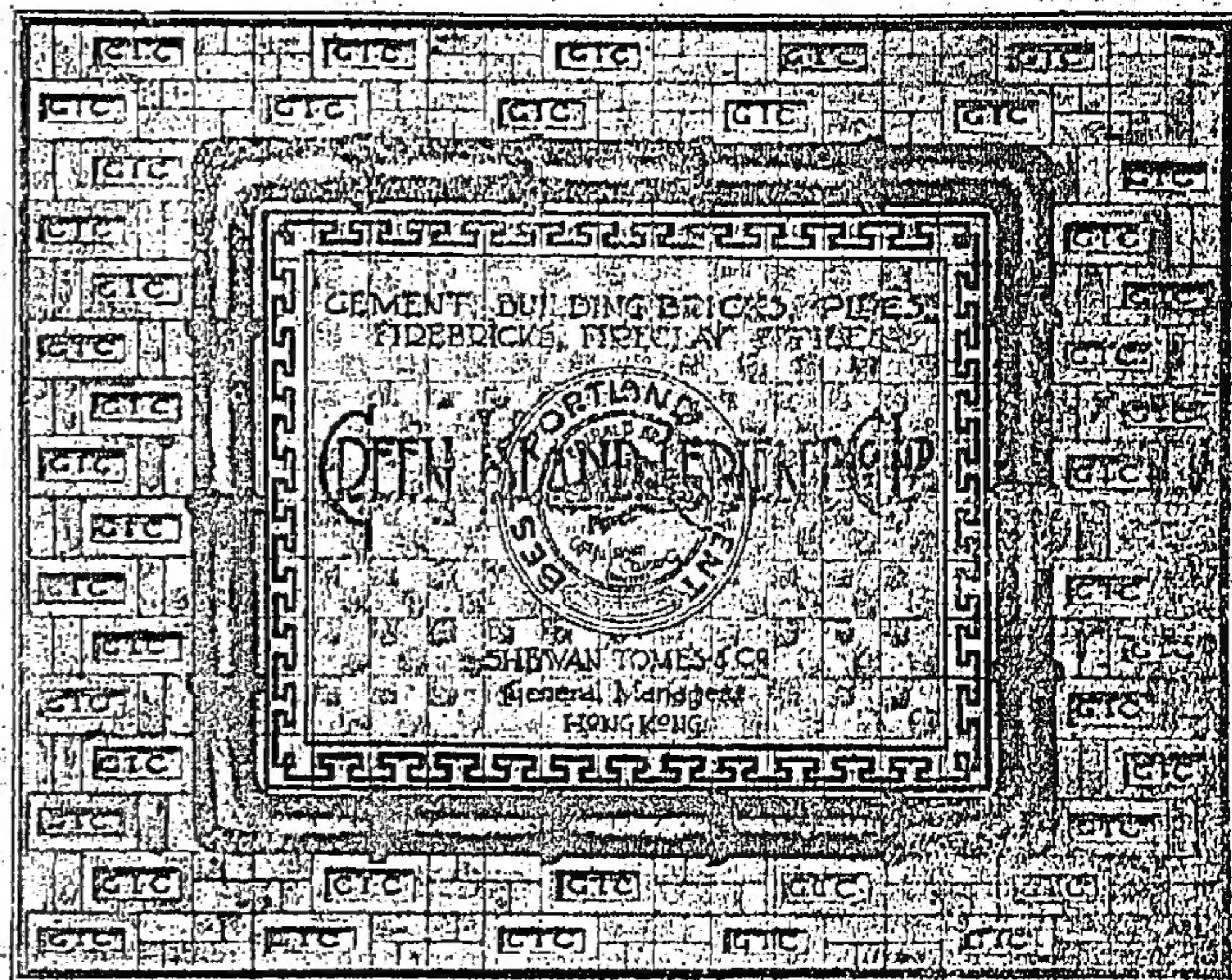
We are a thoroughly Competent Staff Under Efficient Direction

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MASSAGE

Mrs. HANA INOKUCHI begs to notify her clients that she has returned to the colony, 6, Ashley Road, Kowloon. Tel. K. 754.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

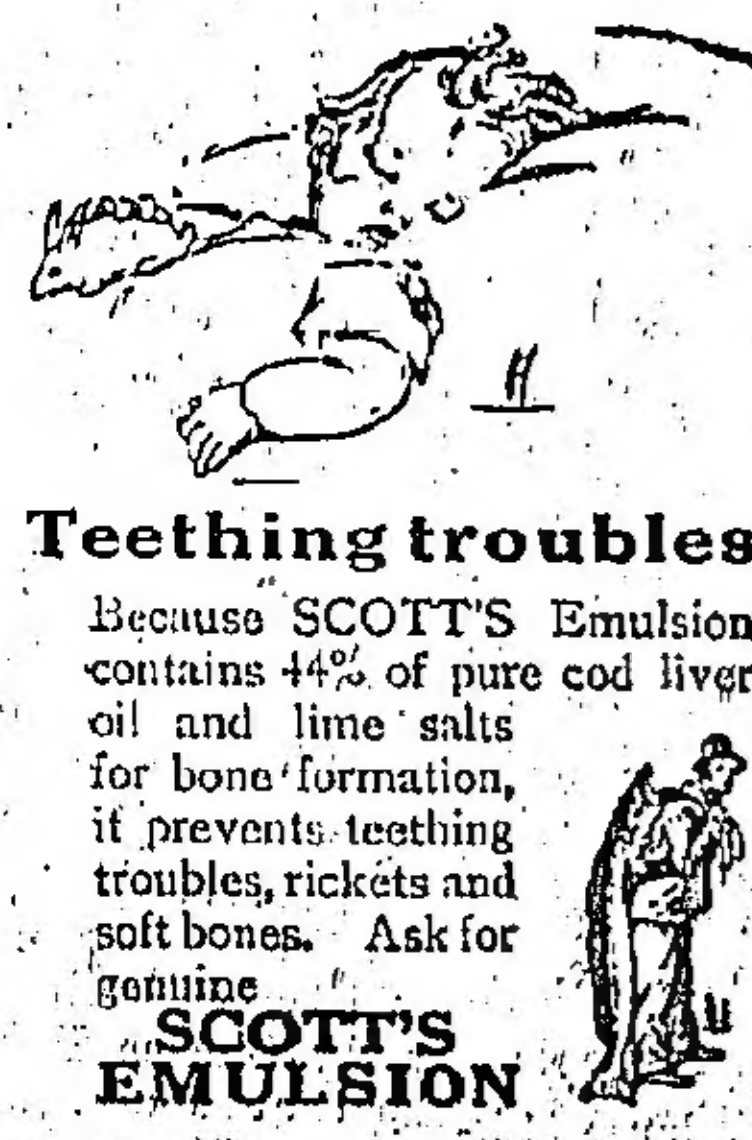
(Battery Path.)

Official Photographers to the "H. K. Telegraph"

SALESMAN SAM.

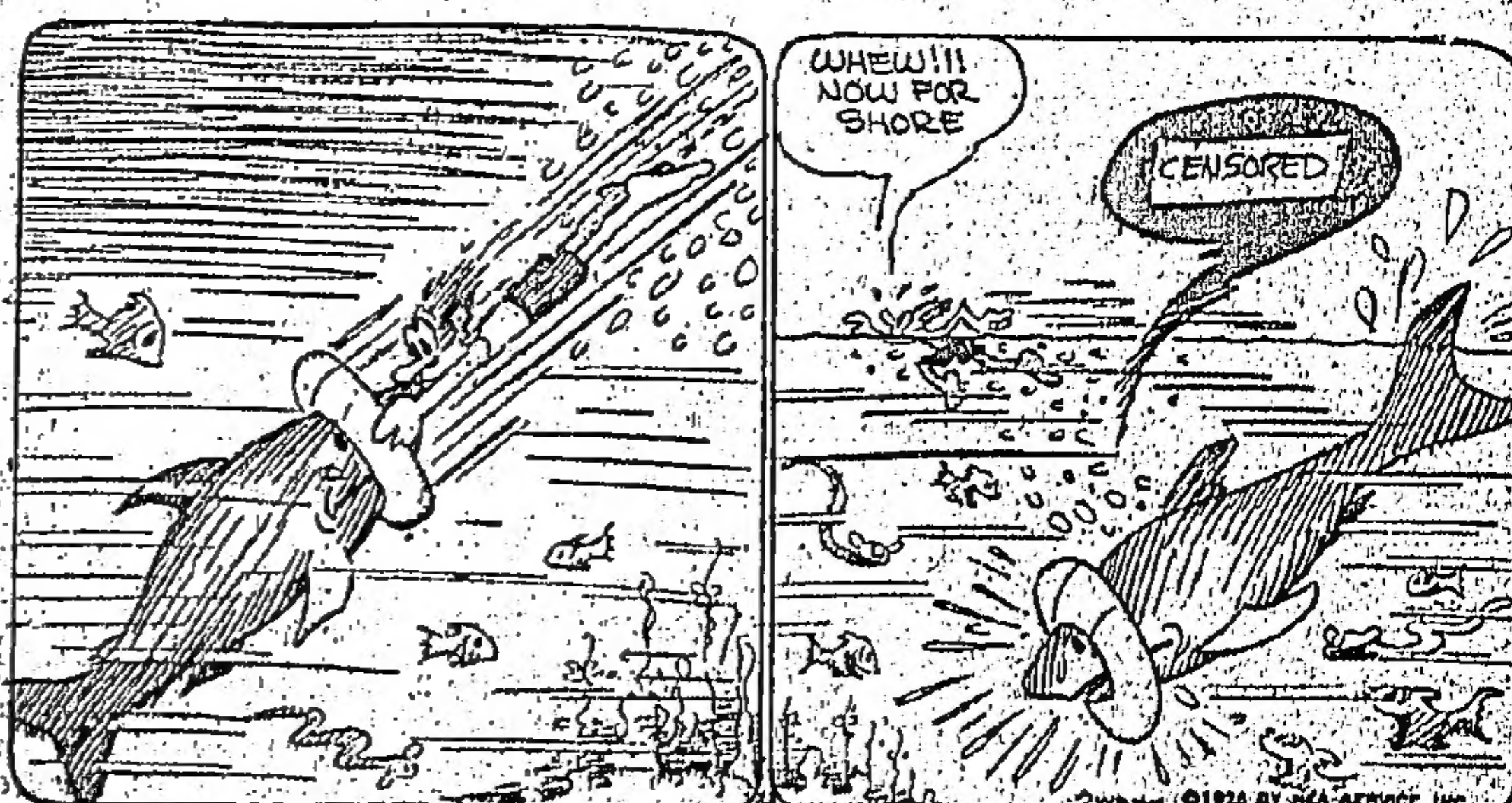
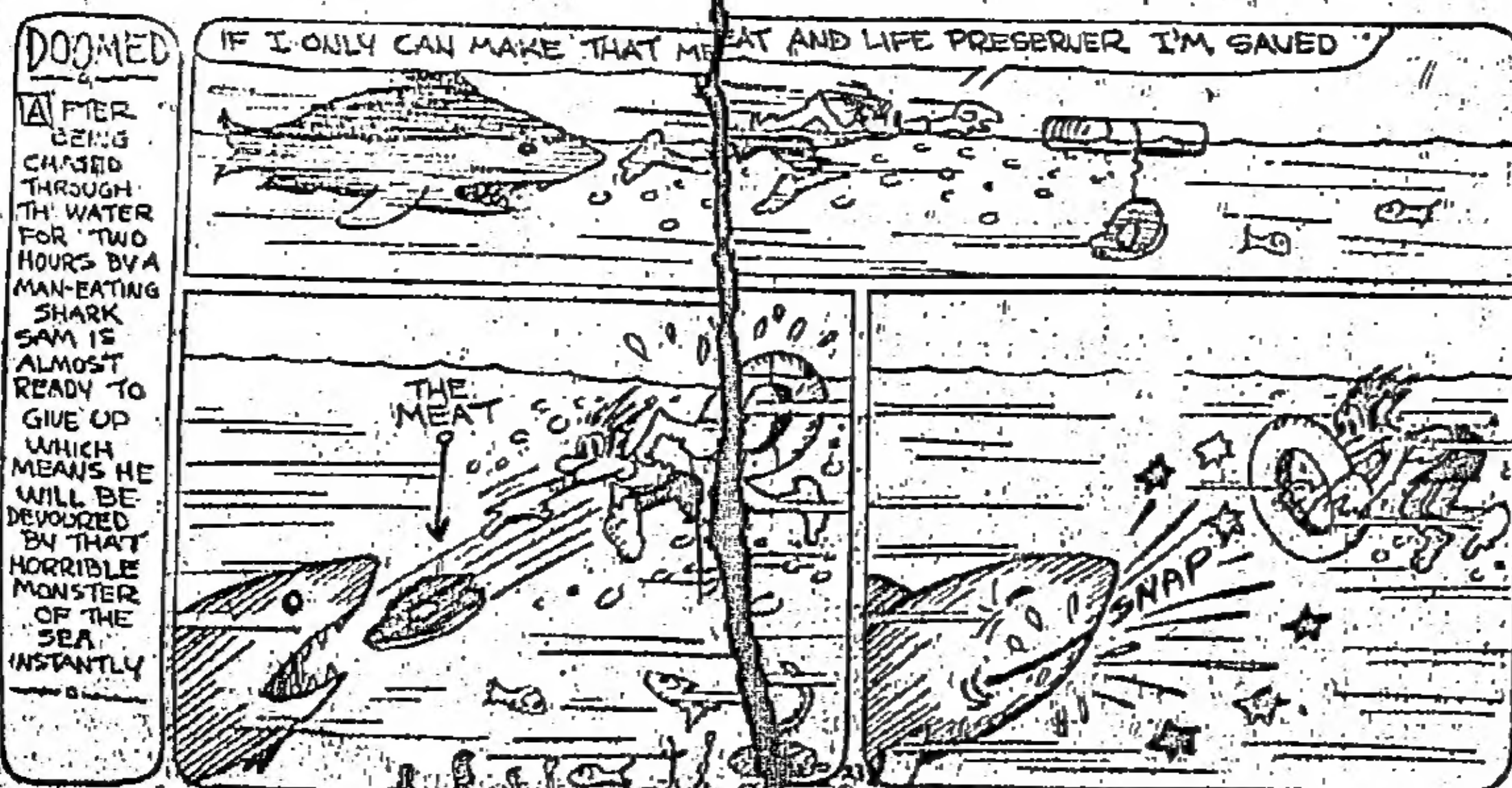
Where There's a Will There's a Way

By J. W. B.



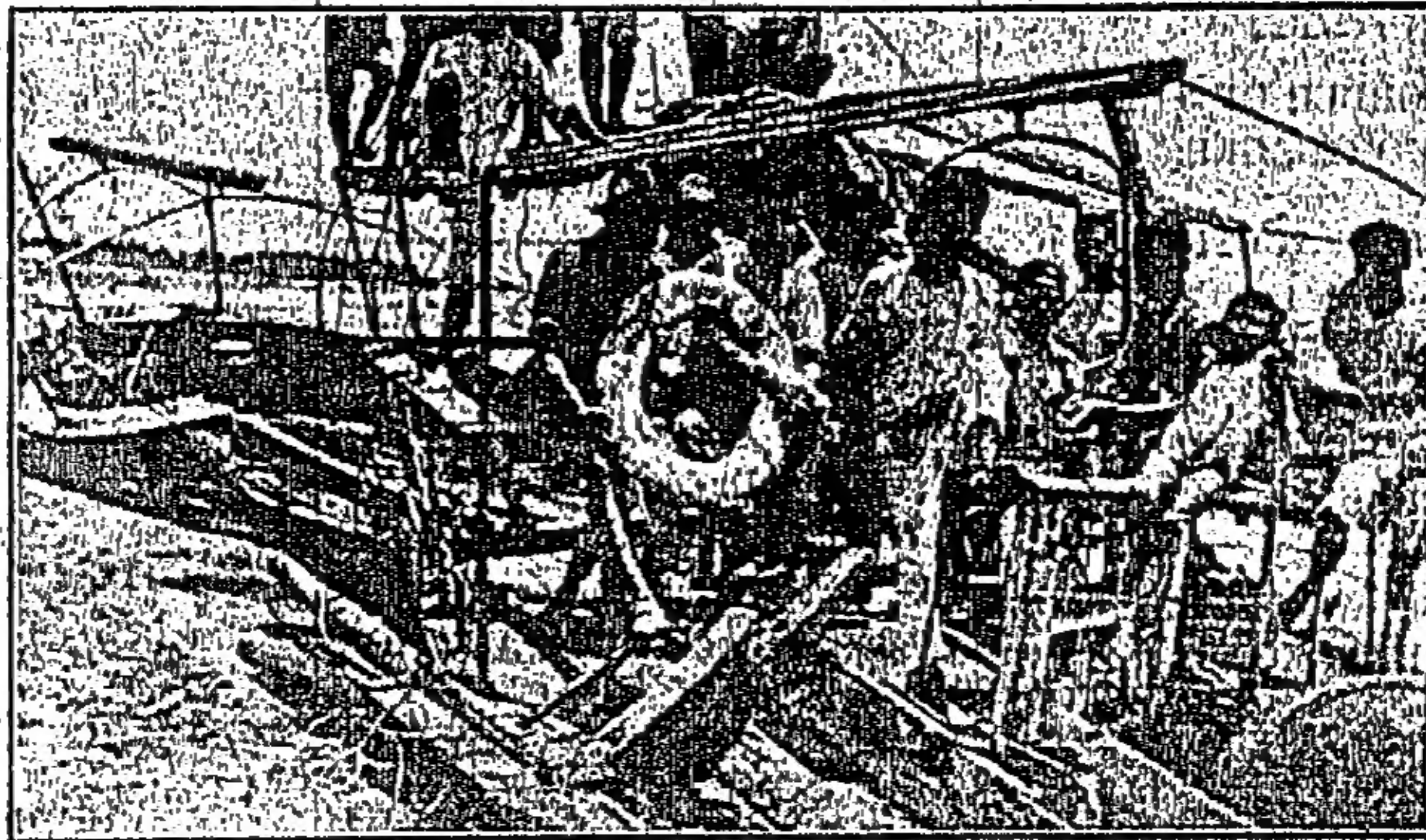
Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION

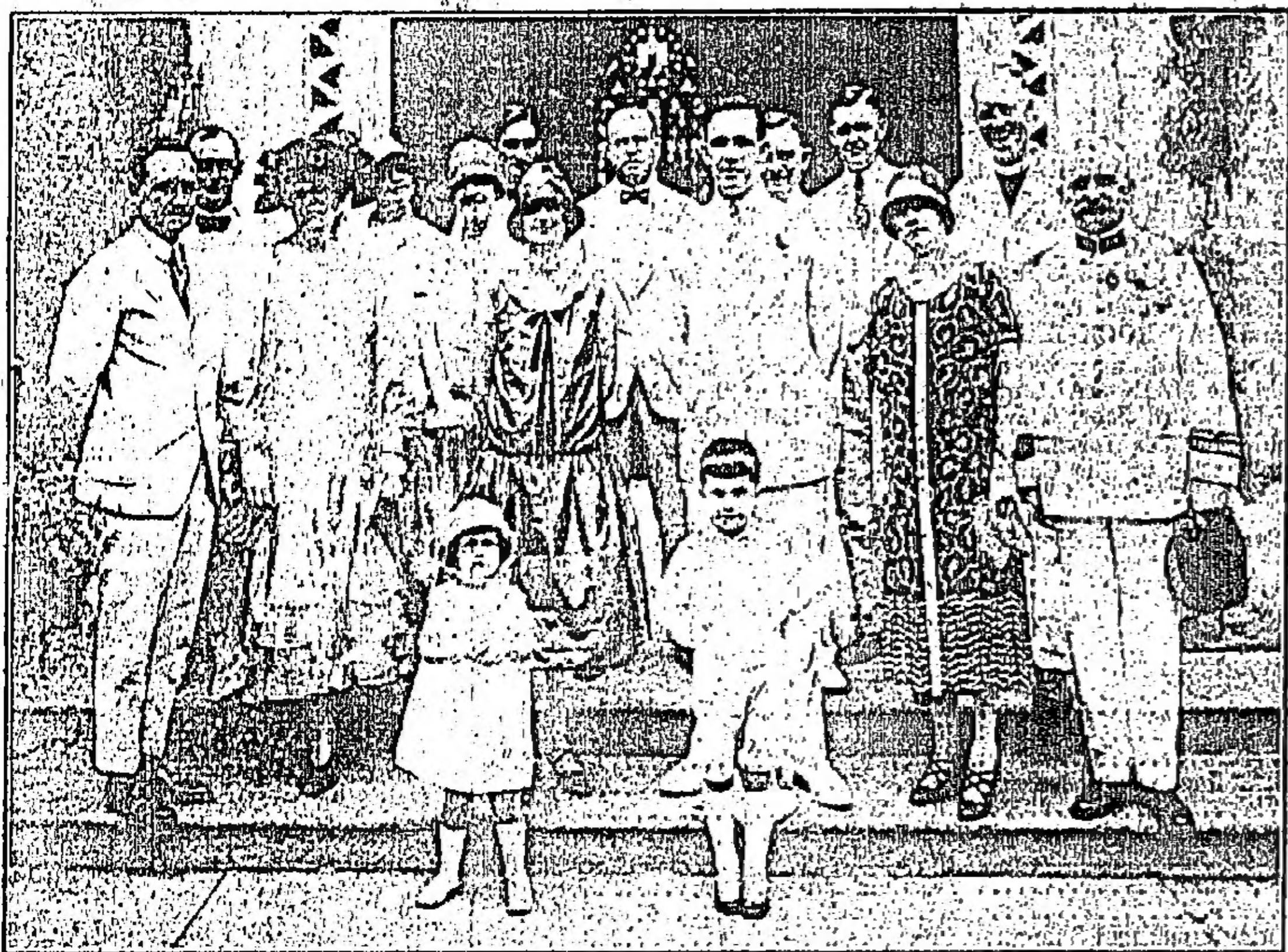




The shipwrecked crew of the tug Kamkai which was wrecked off Pacac, Luzon, recently, are seen seated in above picture. Standing are Provincial Filipino officials.



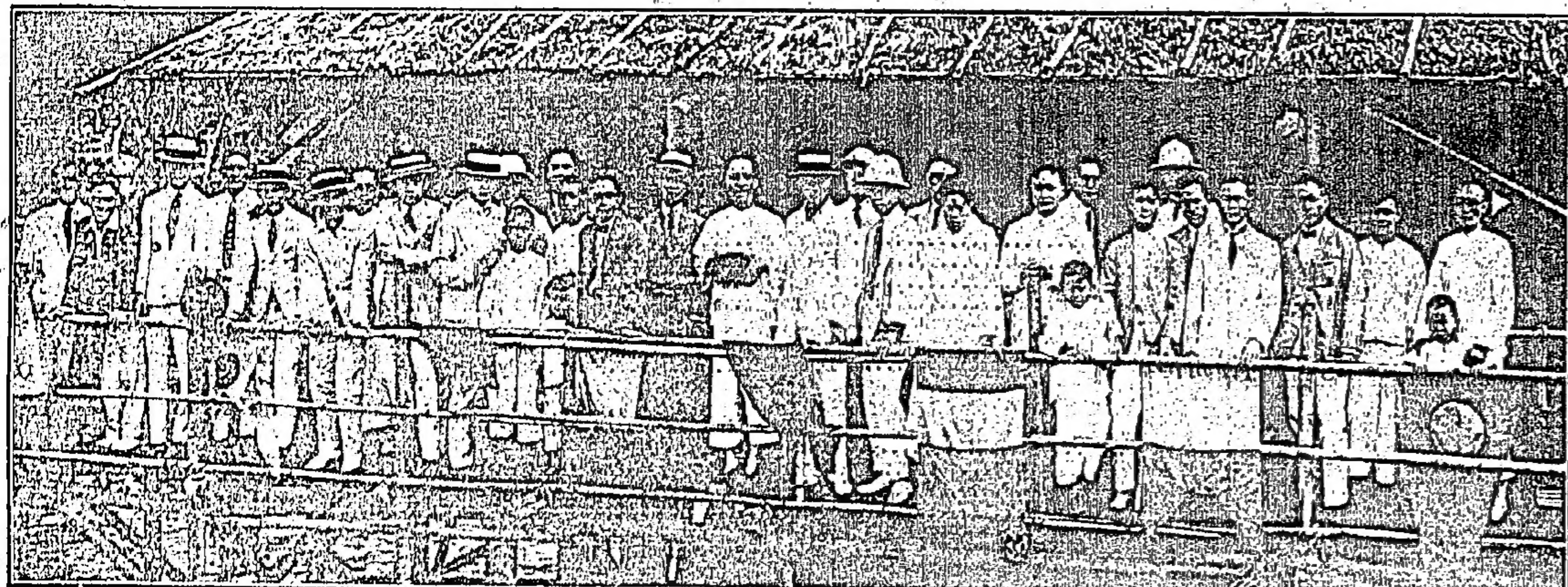
The wrecked tug Kamkai as it was washed up on the beach at Pacac, Luzon. The crew had to jump for their lives.



Group taken at the wedding on Saturday of Mr. Walter C. Gibson, Jr., of the International Bank, and Miss Margot Bernard, daughter of Col. and Madame Bernard, of Hanoi. (Photo: Ming Yuen).



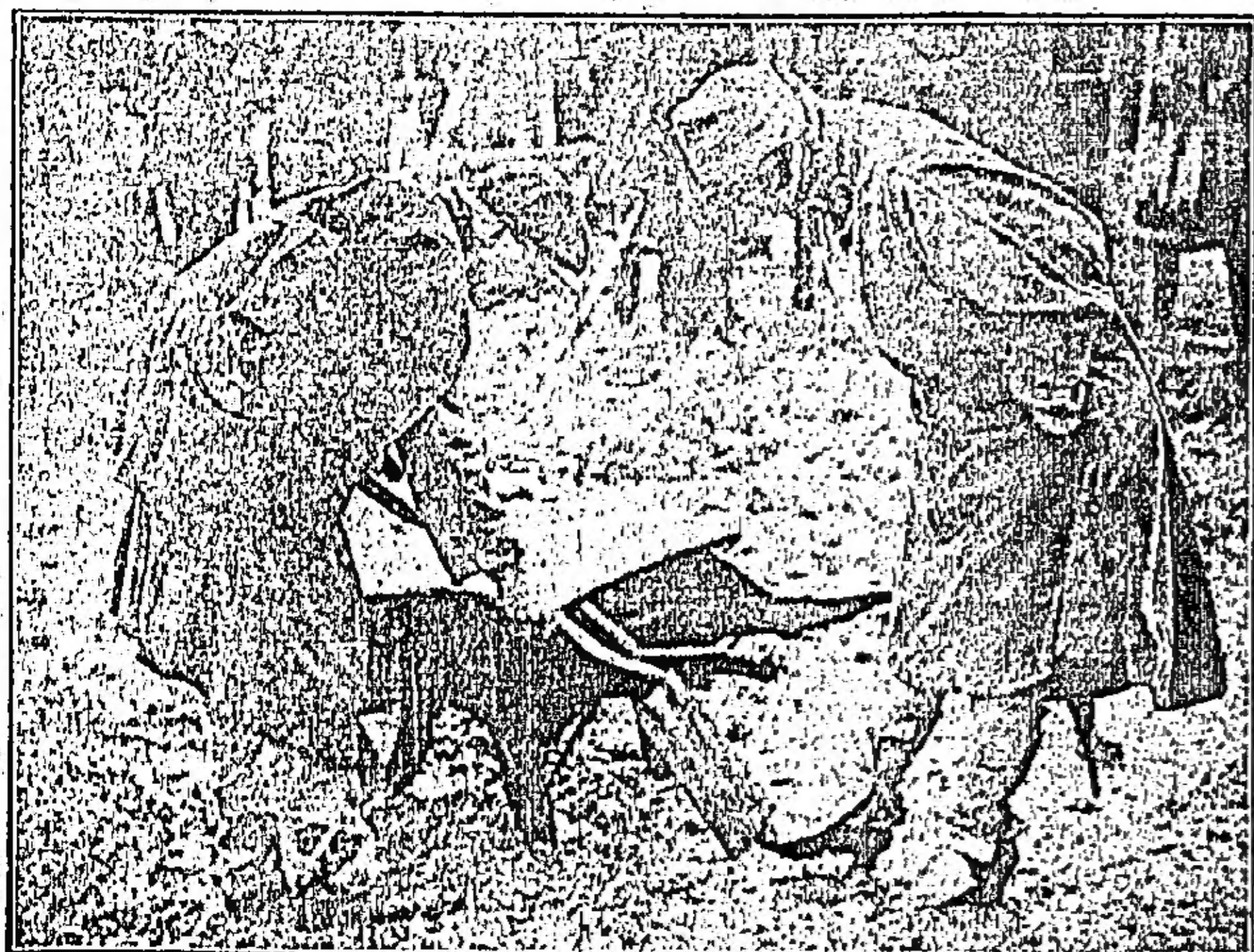
The General Strike "Big Three." Mr. Cramp, Industrial Secretary of the N.U.R., Mr. Walkden, Secretary of the Railway Clerks Assn., and Mr. Bromley, Secretary of the A.S.L.E. & F.



This picture shows members of the South China Bathing Club with friends on the occasion of the "Opening Day." (Photo: Mee Cheung).



Lord Woolavington's Coronach, ridden by J. Childs, winning the Derby. Lance-gaye was second and Colorado (favourite) third.



Rain overnight and during the forenoon made an unpropitious start for the great annual Derby festival. Silk stockings might be protected with paper "leggings" but shoes had to undergo a scraping after their passage through the mud.



Princess Ingrid, the only daughter of the Crown Prince of Sweden, arrived in London recently accompanied by two of her brothers, Prince Gustav Adolf and Prince Sigvard. Princess Ingrid is 16 years of age and is one of the very few Princesses who is bobbed.

SUMMER PYJAMAS.

NO COLLAR, KNEE LENGTH & SHORT SLEEVES

(AN ILLUSTRATION.)



The most comfortable sleeping suit for the hot sultry nights. Cut on full free-easy lines that prevent tightness at any point.

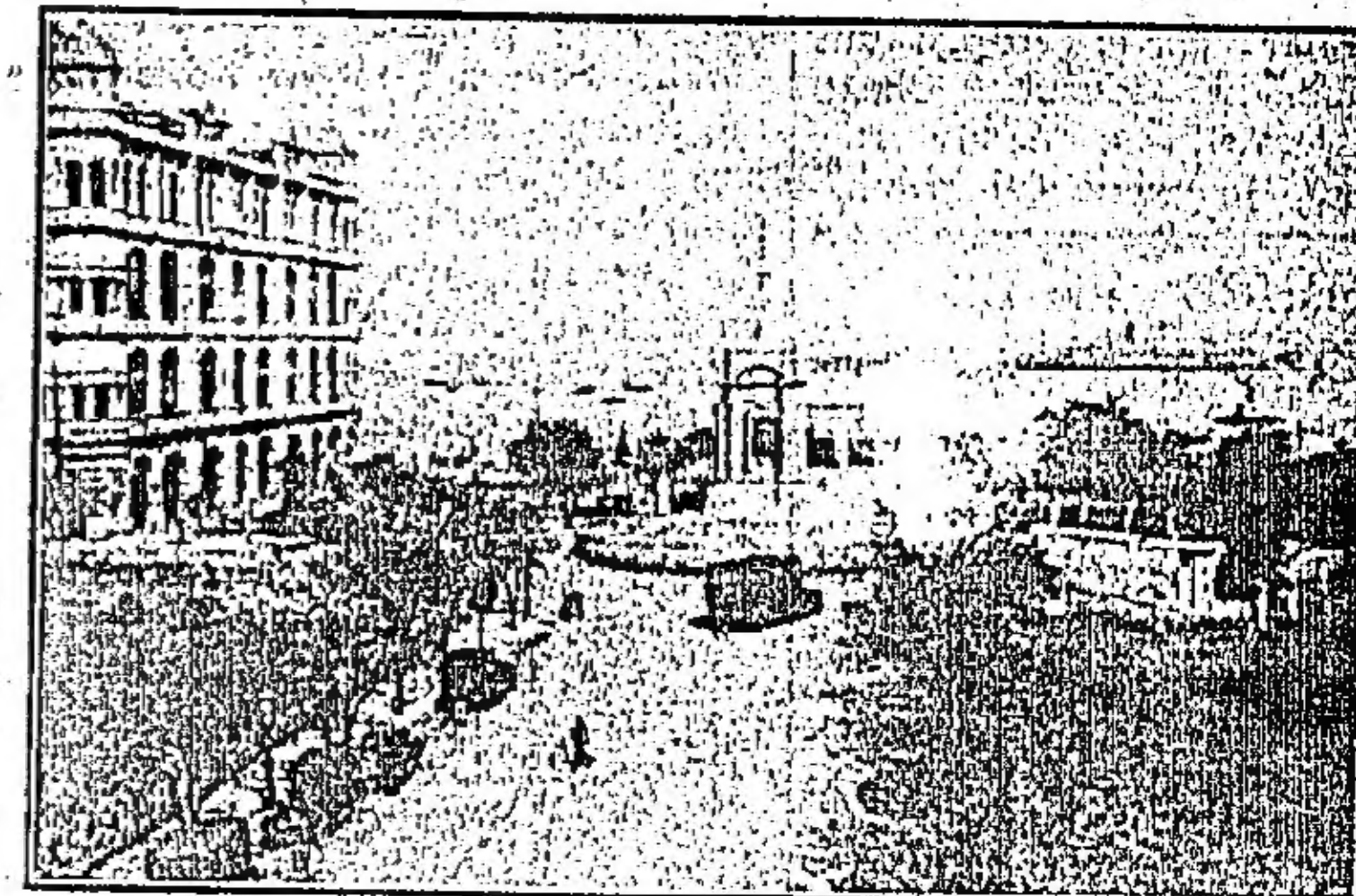
Stocked in White, Blue and Buff in all sizes from 34 to 46 inch chest measurement. Inexpensively priced at \$6.00 per suit.

MACKINTOSH & Co., Ltd.
MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

JUST RECEIVED

A new shipment of:-

"DR. PIERRE'S"
DENTAL GOODS

— AND —

"FORVIL'S"

PERFUMES AND LOTIONS

WHOLESALE AND RETAIL

Sole Agents.

EUROPE-ASIA TRADING CO.

Grocery and Wine Department

Pedder Building, 1st Floor

Phone C. 3438

FEMINA

1st Floor China Building—Opposite Hongkong Hotel

JUST RECEIVED

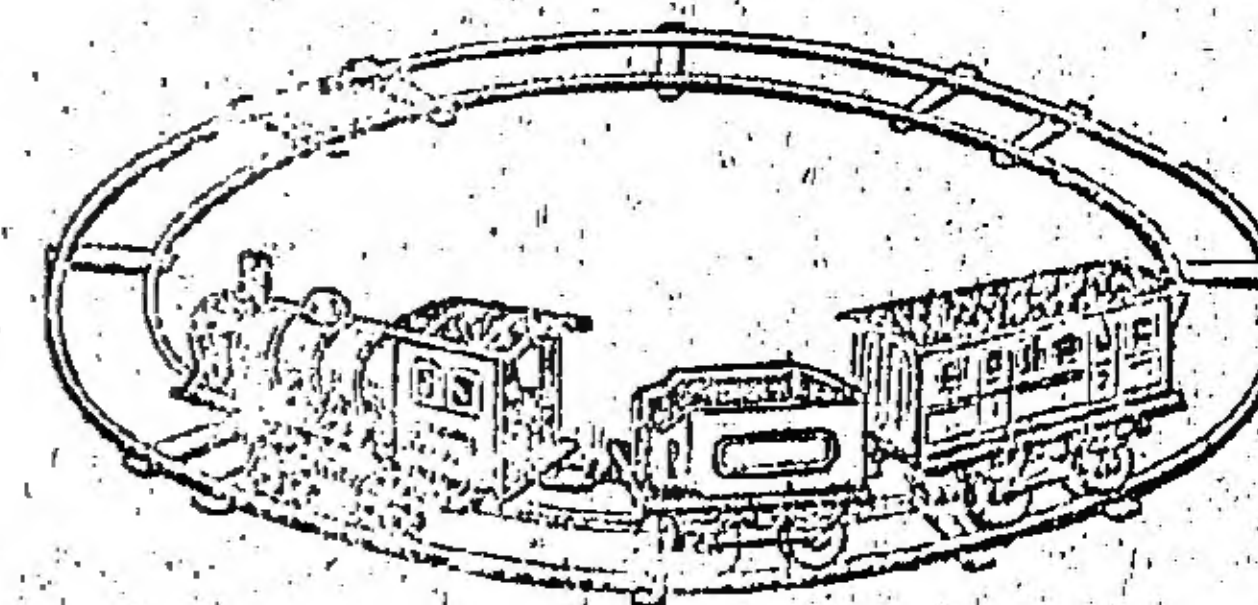
Baby Frocks & Boy's Suits Dainty Ladies' Underwear. Fancy Sunshades. Also Fine Selection of

DRESSES, GOWN & HATS

The latest smart Parisienne models selected by our Paris Buyers.

WHITEAWAY'S

"Express"
CLOCKWORK TRAIN



One of

WHITEAWAY'S STANDARD VALUES.

The "Choo-Choo" dear to every Child's heart. A toy locomotive, faithful in detail, with a coal tender, one carriage and a circle of track. The Engine runs—a powerful spring motor that resists the wrecking hand of the kiddie who wants to see the wheels go round.

A
Complete
Railroad
Train
\$1.00

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection—
1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1375, 1441,
1444, 1456, 1462, 1453, 1512,
1516, 5, 20, 21, 26, 30, 32

WANTED.

WANTED.—To rent for the season or purchase, a matched set Repulse Bay. Reply to Box No. 30 care of "Hongkong Telegraph," stating terms and site of matched.

FOR SALE.

FOR SALE.—A pair of good foot-rests for motor cycle pillion riding passenger. Will fit Triumph or any similar make. Adjustable. Owner bought sidecar. Cheap quick sale. Offers. Apply Box 36, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Six-roomed HOUSE at 11, Chatham Road, Kowloon. Apply to J. M. Pereira, Kowloon Hotel.

TO LET.—Four roomed FLAT, furnished, Humphrey's Buildings, Kowloon. Please apply Box No. 81, care of "Hongkong Telegraph."

TO LET.—Six roomed furnished house in Bowen Road to let immediately. Purchase of furniture at tenant's option. Apply Box No. 34, care of "Hongkong Telegraph."

VACANCY.—In mess for two Europeans at Bowen Road. Garage for motor cycles. Moderate expenses, quiet immediate. Apply Box No. 33, care of "Hongkong Telegraph."

TO LET.—Office in King's, York, Queen's Buildings and Ice House Street also shop in Central District. Apply Hongkong Land Investment & Agency Co., Ltd., 11, Queen's Road Central.

TO LET.—European FLATS 23 and 23A Cameron Road, Kowloon. Immediate possession. Modern sanitation, moderate rental. Apply Weing Hing, 39 Queen's Road Central, Hongkong.

TO LET.—For rent, 16 Ashley Road, Kowloon, central, near Star Theatre, six rooms, verandah, two open air roofs, small yard; immediate tenancy. Hongkong Small Investors Share & Real Estate Co. Tel. C.4630.

TO LET.—On Mid-level, a large furnished double ROOM to let, with private bathroom, flush drainage, would suit married couple or two bachelors; available at once. Apply Box No. 37, care of "Hongkong Telegraph."

SWANAGE (Dorset) to let, furnished for 6 months or longer from October 1st, small warm house, sheltered position, near sea and schools. Excellent maid by arrangement. Particulars from Box No. 28, care of "Hongkong Telegraph."

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$95 monthly. Medium sized room \$120 inclusive large commodious bed-sitting-rooms \$130 monthly, 1 minute from Ferry Next new hotel Hankow Road, Kowloon. Tel. K.357.

TO LET.—Nos. 1 and 3, Carnarvon Road, Kowloon, 5 Roomed European House. Immediate possession. No. 8, Middle Road, Kowloon, 7 Roomed European House. For occupation from 1st August. Apply to Mr. Yu Yat Yue care of The Yu Hing Lung Firm No. 262, Des Voeux Road Central. Tel. C.923.

WE SELL

PLAYING CARDS
BEZIQUE SETS
PATIENCE CARDS
POKER CHIPS
ETC. ETC.

on sale at
BREWER & CO.
Tel. C.696, 10, Pedder St.
OPEN-TILL 7.00 p.m.

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Office of the Company, "St. George's" Building, Chater Road, on Thursday, the 22nd of July, 1926, at 11.30 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday, 15th of July, 1926, to Thursday, the 22nd of July, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, July 5, 1926.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to the Shareholders of this Company dated 16th March, 1926, whereby the Final Call of \$5 per share on the New Shares was made payable on 2nd July, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 2nd October, 1926, and that the form of Bankers' Receipt already sent to Shareholders can be used as though the date therein were the 2nd October, 1926.

FOR THE HONGKONG ROPE MANUFACTURING CO. LTD.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, July 1, 1926.

HONGKONG AND KOWLOON TAXICAB CO., LTD.

The Third Ordinary Annual Meeting of Shareholders in the Company will be held at the office of the Company, 35 Des Voeux Road Central, on Tuesday the 20th of July, 1926, at 12 noon for the purpose of receiving a statement of Account and the Report of the Directors for the year ended 30th April, 1926.

The Transfer Books of the Company will be closed from Saturday the 10th of July, 1926, to Tuesday the 20th of July, 1926, both days inclusive.

By Order of the

Board of Directors,
A. H. ROWE,
Managing Director.
Hongkong, 9th July, 1926.

G. R.
NOTICE.

Written applications are invited for the post of Boarding Officer Harbour Department. Successful applicant will be required to act as Master of "Kau Sing" in addition to his other duties.

Applicants should be of British nationality and must hold a Board of Trade Certificate of Competency as Master. They should not be more than 35 years of age.

Salary will be £350 rising to £450 per annum by increments of £10 annually paid in dollars according to scale laid down in the Government General Orders. Free quarters and uniform will be provided. Applications to be addressed to The Harbour Master, Hongkong, enclosing references.

Hongkong, July 8, 1926.

CHURCH NOTICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, July 11th, 1926. 6th Sunday after Trinity, Holy Communion (8 a.m.), Children's Service (10 a.m.), Matins (11 a.m.), Preacher: Rev. Copley Moyle. Evensong (6 p.m.)

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Sacrament." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

LAMMERT'S AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

of the Very Valuable Leasehold Property, situate near

REPULSE BAY

and

DEEP WATER BAY,

HONGKONG,

with a newly erected Dwelling house thereon to be sold by

PUBLIC AUCTION,

with vacant possession on MONDAY,

the 12th day of July, 1926, at 3 p.m.

by

MESSRS. LAMMERT BROS.,

Auctioneers,

at their Auction Rooms,

Duddell Street.

The Property consists of:—

All that piece or parcel of

ground situate near Repulse Bay

in the Colony of Hongkong and registered in the Land Office as

RURAL BUILDING LOT No. 205,

Together with a two storied European House newly erected thereon comprising on the Ground Floor,

A Large Hall, Drawing Room,

Dining Room, Library with wide

verandahs, overlooking garden and

Deep Water Bay, kitchen and

ample servants' quarters on the

North side, on the first floor four

bed-rooms, four bathrooms, drying

room, amahs rooms, hot and cold

water service and flush water system

throughout the house, garage and

large garden with tennis court

held for the residue of the term of

75 years from the 8th June, 1922,

with a right of renewal thereof for

one further term of 75 years. Area,

70,696 sq. ft. or thereabouts. Crown

rent, \$324, per annum.

The crown lease of the premises

contains a clause whereby the

consent in writing of the Governor

for Hongkong is required to any

Assignment of the said premises.

For Particulars and Conditions

of sale apply to:—

MESSRS. DEACONS,

1, Des Voeux Road, Central

Vendor's Solicitors,

or

MESSRS. LAMMERT BROS.,

Duddell Street,

Auctioneers.

FOR

THIS WEEK'S

BARGAINS IN

MOTOR CARS

AND

MOTOR CYCLES,

SEE SPECIAL

ADVERTISEMENTS

IN THE

MOTOR SUPPLEMENT.

NOTICE.

CIVIL SERVICE CRICKET CLUB HAPPY VALLEY.

OPEN-AIR CONCERT.

Will be held on Saturday, July 10th in the grounds of the Club at 9 p.m.

Admission \$1. Tickets obtainable from members of the Club and the Anderson Music Company.

R. S. VERGETTE,

Hon. Sec.

SAFE DEPOSIT VAULTS

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually

in their new building, 5, Queen's Road, safe deposit Boxes at a yearly rate of \$8 for the small size, and \$12 for the large size.

Please apply to the Cashier, Hongkong, May 6, 1926.

HUGHES & ROUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

BY ORDER OF THE

MORTGAGEES.

PARTICULARS AND

CONDITIONS OF SALE

of the

VALUABLE LEASEHOLD

PROPERTY

Situate in the Dependency of Kowloon in the Colony of Hongkong and known as "Pagoda Bungalow"

TO BE SOLD BY

PUBLIC AUCTION

on WEDNESDAY,

the 21st day of July, 1926,

at 3 o'clock p.m.

at the

CHINA AUCTION ROOMS,

4, Duddell Street, Victoria,

Hongkong,

by

Mr. E. V. M. R. DE SOUSA,

Auctioneer.

The Property consists of all that piece or parcel of ground situate at Kowloon aforesaid and known and registered in the Land Office as Kowloon Inland Lot 616 together with the erections and building thereon known as "Pagoda Bungalow." The property is held for the unexpired residue of the term of 75 years from the 1st October, 1901, created by an Indenture of Crown Lease dated the 24th October, 1901 made between His Late Majesty King Edward VII of the one part and Luiza Josepha Vieira Ribeiro of the other part.

Total Annual Crown Rent

\$228.00.

Total Area 49698 Square feet.

For further particulars. Apply

to:—

Messrs. JOHNSON STOKES & MASTER, Mortgagee's Solicitors or to:—

Mr. E. V. M. R. DE SOUSA,

Auctioneer.

Hongkong, 6th July, 1926.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS

every

TUESDAY & FRIDAY,

at 2.30 p.m.

BY ORDER OF THE

MORTGAGEE.

PUBLIC AUCTION.

of the

VALUABLE LEASEHOLD

PROPERTY.

Situate at Victoria in the Colony of Hongkong and known as Sections G. & N. Inland Lot No. 690 Together with the Messuages, Erections and Buildings thereon known as,

No. 10, Ying Wa Terrace.

to be sold

on MONDAY,

12th July, 1926, at 3 p.m.

By the Auctioneering & Brokering Co., Ltd., Auctioneers.

At their auction rooms 4B, Duddell Street, Hongkong.

For further particulars and conditions of sale apply to,

Messrs. LEE and RUSS, Solicitors for the Mortgagee or to

Mr. L. E. S. HODGE,

The Auctioneer.

Hongkong, 18th June 1926.

SPEND THIS AFTERNOON

AT THE

MOTOR CYCLE GYMKHANA

At the Sookumpoo Football Ground

Mounted Infantry and Motor Cycle Events

Band of the East Surrey Regiment

By kind permission of Lieut. Col. Montague Bates, C. B., C. M. G., D. S. O., and Officers.

Afternoon Teas and Refreshments

FIRST EVENT AT 2.45 P.M.

Take the tram to Causeway Bay.

POST OFFICE NOTICE.

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G. P. O., and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Wireless Service between Hongkong and Canton resumed.

INWARD MAILS.

From	Per	Due.
Straits	Fushimi Maru	July 11
Calcutta and Straits	Hosang	July 12
Shanghai	Sunning	July 12
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	July 13
Manila	Pres. Grant	July 13
Australia and Manila	Taipei	July 13
Manila	Pres. Taft	July 16
Australia and Manila	Mishima Maru	July 16
Japan	Kashima Maru	July 17
U.S.A., Canada, Japan and Shanghai	Kras. Madison	July 17
Honolulu, Japan and Shanghai	Taiyo Maru	July 18
Shanghai	Pres. Harrison	July 19
Japan	Aki Maru	July 20
Japan and Shanghai	Andre Lebon	July 20
U.S.A., Honolulu, Japan and Shanghai	Pres. Wilson	July 22

OUTWARD MAILS.

For	Per	Date.
Weihaiwei	Hulchow	Sat., July 10, 2.30 p.m.
Amoy and Foochow	Derwent	Sat., July 10, 3.30 p.m.
Shanghai and Europe via Siberia		
(Letters and postcards specially superscribed "Via Siberia" only)	Suiyang	Sat., July 10, 5 p.m.
Amoy	Kwangtung	Sat., July 10, 5 p.m.
Straits, Amoy and Formosa	Kaijo Maru	Sun., July 11, 9 a.m.
Swatow and Calcutta	Santhia	Mon., July 12, 11 a.m.
	Letters	Noon

Shanghai, Japan and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)

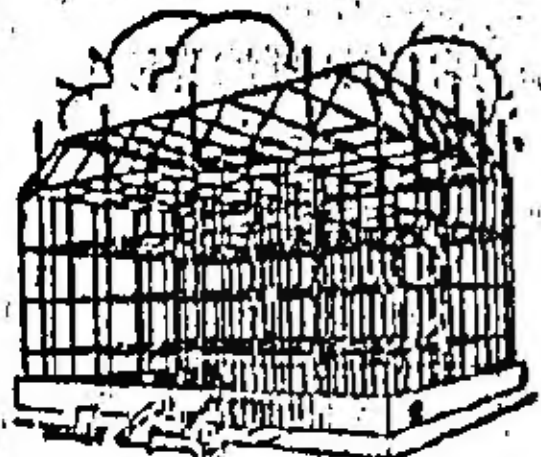
Shanghai	Fushimi Maru	Mon., July 12, 2.30 p.m.
Shanghai	Taming	Mon., July 12, 2.30 p.m.
Amoy	Pembrokehire	Mon., July 12, 4 p.m.
Amoy and Foochow	Szechuen	Mon., July 12, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Haihong	Tues., July 13, 10 a.m.

Dardanus Tues., July 13.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 11th August).

Amoy Tues., July 13, 5 p.m.
Haihong Tues., July 13, 5 p.m.
Shanghai Tues., July 13, 5 p.m.
Haiphong Thurs., July 15, 8.30 a.m.
Batavia Thurs., July 15, 11.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.

President Grant Thurs., July 15.

DIGESTIBILITY the vital factor in Baby's Food



SEE what thought—and care—and skillful craftsmanship go to form the steel skeleton for a beautiful edifice.

Future Strength depends on the framework.

What an admirable thought for Baby! Mother is the builder. If the framework is sturdy and strong, Baby will be better able to withstand the storm and stress of life—both in childhood and in manhood.

'Allenbury's' is a builder, too! A food of perfect nourishment and real digestibility. A food which makes bone and sturdy, hardy frame. Perfect digestibility is the secret of its reputation.

As Baby develops so the 'Allenbury's' System of Infant Feeding is adjusted to his needs. Give Milk Food No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 from six months onwards. Each gives the best nourishment in the most readily digestible form for its particular age.

Write for Booklet & Free Sample tin

A free 1/4 lb. tin of 'Allenbury's' Food will gladly be sent to every mother who writes, giving Baby's age. Note how readily he digests it. With the free tin we will also send the 'Allenbury's' book 'Infant Feeding and Management,' 120 pages of practical information concerning Baby's welfare. Write to-day mentioning this paper.

Allen & Hanbury, Ltd.
40 Canton Road,
Shanghai.

Allenbury's
Progressive System of Infant Feeding



For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyla" Oil Varnish Stains

IN
Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

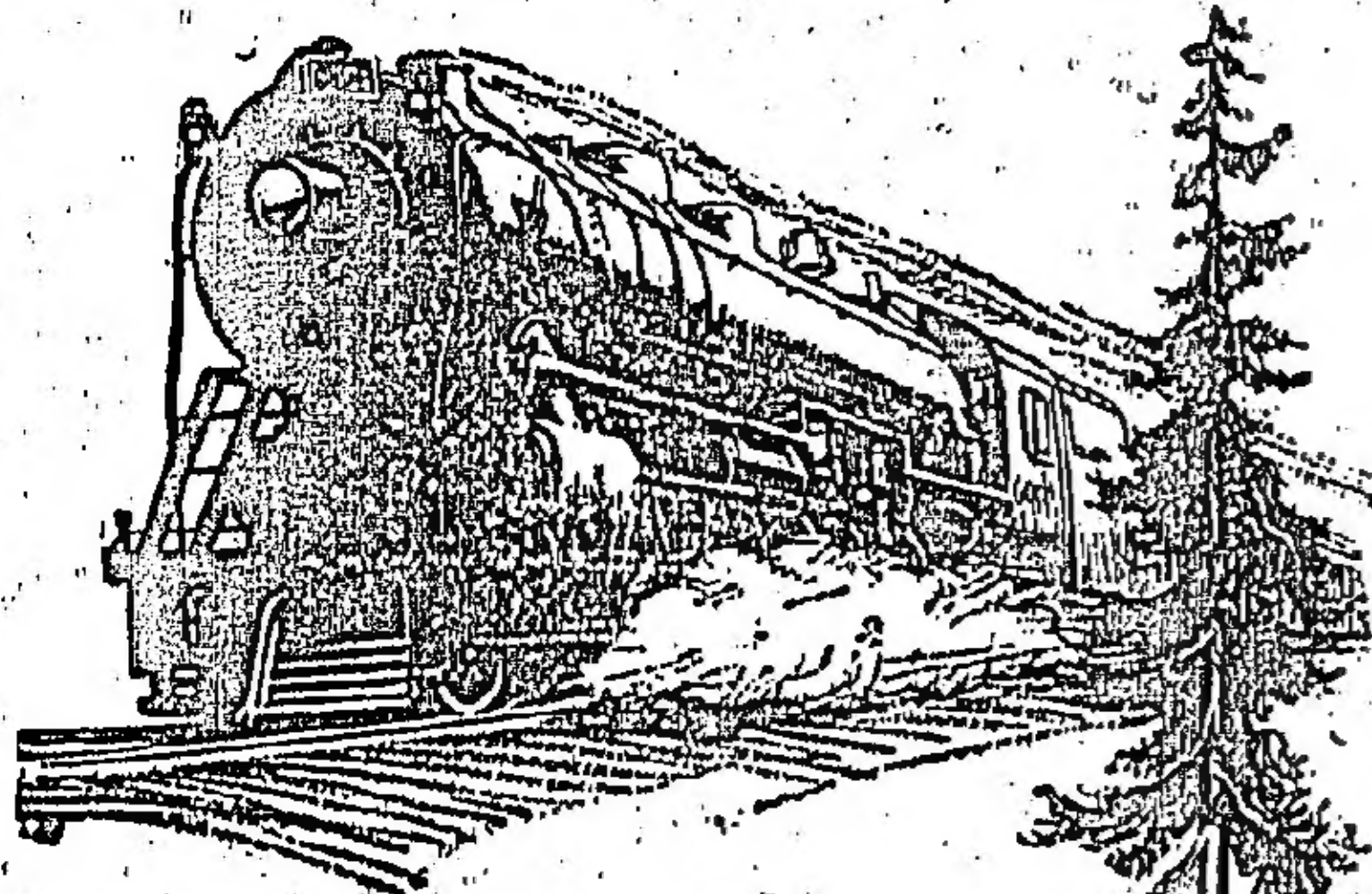
Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building. Telephone C.763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.



Travel Home

VIA—

CANADA.

THE CANADIAN NATIONAL RAILWAYS largest railway in North America, offers every comfort and convenience to travellers going to England. We will be pleased to furnish rates and illustrated booklets on request.

Asiatic Bldg.
Queen's Road C.

C.N.R.

Telephone
C.2004.

EGYPT'S FUTURE.

RETURN TO OLD STATUS?

London, June 4.—The critics and opponents of British imperialism, discussing the Egyptian crisis, have expressed fear the latest note in which Britain declines to accept the verdict in the famous political murder trial, foreshadows the withdrawal of the Egyptian constitution and Egypt's return to the status of a protectorate.

The verdict of that trial ended in acquittal for several of Zaghoul Pasha's best friends, who were charged with complicity in the murder of Sir Lee Stack a year ago. It was handed down ten days ago by Judge Kershaw, an Englishman, as presiding judge of a court of three, of which two members were Egyptians.

In his capacity as president of the court, Judge Kershaw likewise declared the prisoners, with one exception, were not guilty. Now he has resigned his post and announced there had been a grave miscarriage of justice.

Seven were to hang.

"Why, if that is so, didn't he resign before the verdict was handed down? Why didn't he demand a new trial and refuse to be identified with this one? Why did he wait ten days?"

These are the questions being asked by Government critics to-day. In other words it is felt that the murder trial is being made a political test case and the immediate future of Egyptian "independence" is going to depend on whether Egypt is ready to admit direct British veto on the decisions of Egyptian courts.

It may be mentioned that the trial of the actual murderers of Sir Lee Stack was held a year ago under Egyptian judges and resulted in seven men being found guilty and hanged.

Renewed Unrest Feared.

Admitting the delicate position with which the British Government is confronted, the critics are anxious that constitutionalism be given a fair chance. A spokesman of this viewpoint to-day pointed to the United States treatment of Cuba as a model which the British might well follow in Egypt.

"You have had to let Cuba know there were limits to her ambitions, but you didn't take away her liberties at every wave of turmoil," he said.

"It takes time to learn to govern with a constitution and the violence of Egyptian sentiments will quiet down if every display of them results in interference. Britain, of course, is strong enough to have her way and the Egyptians are sure to bow. But the result will be renewed unrest."

EAST END'S NEW REPUTATION.

OLD DAYS GONE FOR EVER.

"The East-end of London is getting better and better. We are not going to look back. All we want is better housing conditions," said the Rev. John A. Mayo, Rector of Whitechapel, when he told a *Daily Chronicle* representative that he has been investigating changes made in the East-end in the last 60 years.

His parish, the largest in the East-end, embraces 39,000 people, mostly of the working class, and in spite of the conditions there are several of his parishioners who can remember the days of 60 years ago.

"I do not think the East-end will ever be the bad place it once was," said the rector. "They tell me that the three things that impressed them most in the last half-century were the doings of Jack the Ripper, the air raids, and the strike for the dockers' tanner 40 years ago."

"To-day the East-end is respectable. There is never likely again to be such a dreadful place as the Ratcliff Highway or the Limehouse crimp and gambling dens, or the vile haunts once in Petticoat-lane and Brick-lane."

Two Essentials.

"The 'tuppenny doss' is gone. We still have slums, but some of them are under notice, and whole streets are scheduled to come down."

"Much has been said about the foreign element in the East-end. As one who has lived among them for years, I cannot speak too strongly on behalf of the working-class Jews. They are, as a class, the most law-abiding people in my parish. Their homes, considering the conditions under which they live, are a credit."

WILL ASIA BECOME CHRISTIAN?

DEAN INGE'S VIEW.

Speaking at St. Ann's, Grosvenor Street, on June 3, the Dean of St. Paul's said it was a mistake to suppose that Asia was calling to Europe for more light. On the whole the settled opinion of the East was that the less they had to do with Western ideas, thought, and policy the better for the East. It did not follow that we ought to abstain from sending to them what we had to give. Missionaries were accused of 'allowing airs of superiority, of general sympathy with their own countrymen, the ruling race, and of great ignorance of the old Eastern religions. Those three faults had existed in the past and existed now, but were much less than they were.

Having given impressions of Christianity by members of the Asiatic religions—Judaism, Buddhism, and Mohammedanism—Dean Inge said: "What are we to make of these testimonies? There is a common ethical and religious ideal influencing the whole civilized world, and each people tries to find it in its own religion, and does find it there. Uncongenial elements are quietly dropped: Judaism drops its fierce anti-social racialism. Islam drops its militant propaganda, its sensual heaven, its contempt for women. Buddhism modifies its mystical quietism and takes to itself a personal saviour. Hinduism is ashamed of its obscene rites and various other customs like infant marriage, and suttee, the sacrifice of widows, and tries to acquire the alien virtue of helpfulness and charity. Christianity itself may no longer emphasize some things that seemed to be integral to Catholic faith and practice of former days. All the other religions agree in veneration for the character of Jesus Christ, although they think that 'myths' have gathered around his name, and yet none is quite satisfied with Christianity even apart from what they call the myths. The Jew thinks that his own religion has something precious which is not given with the same emphasis in Christianity. I am afraid that all fail to see in the European nations as they find them true followers of the gospel which they profess to believe in. They condemn our religion as ineffective."

Christianizing Their Own Religions.

The question is: Is it likely that Asia will become nominally Christian or will Christianity modify still further the old religion but without destroying it? I think it quite certain that the Asiatics will never become Anglicans, Romanists, or Scots Presbyterians. If they become Christians they will develop a Christianity of their own, and although some may think that we have the divine promise that Christianity will ultimately be victorious everywhere, I think on the whole that it is likely that they will prefer to Christianize their own religion. After all, is not that mainly a matter for them? Supposing they worship a Being with the same attributes. It does not very much matter whether they call him Buddha or Christ. We must look to things rather than words.

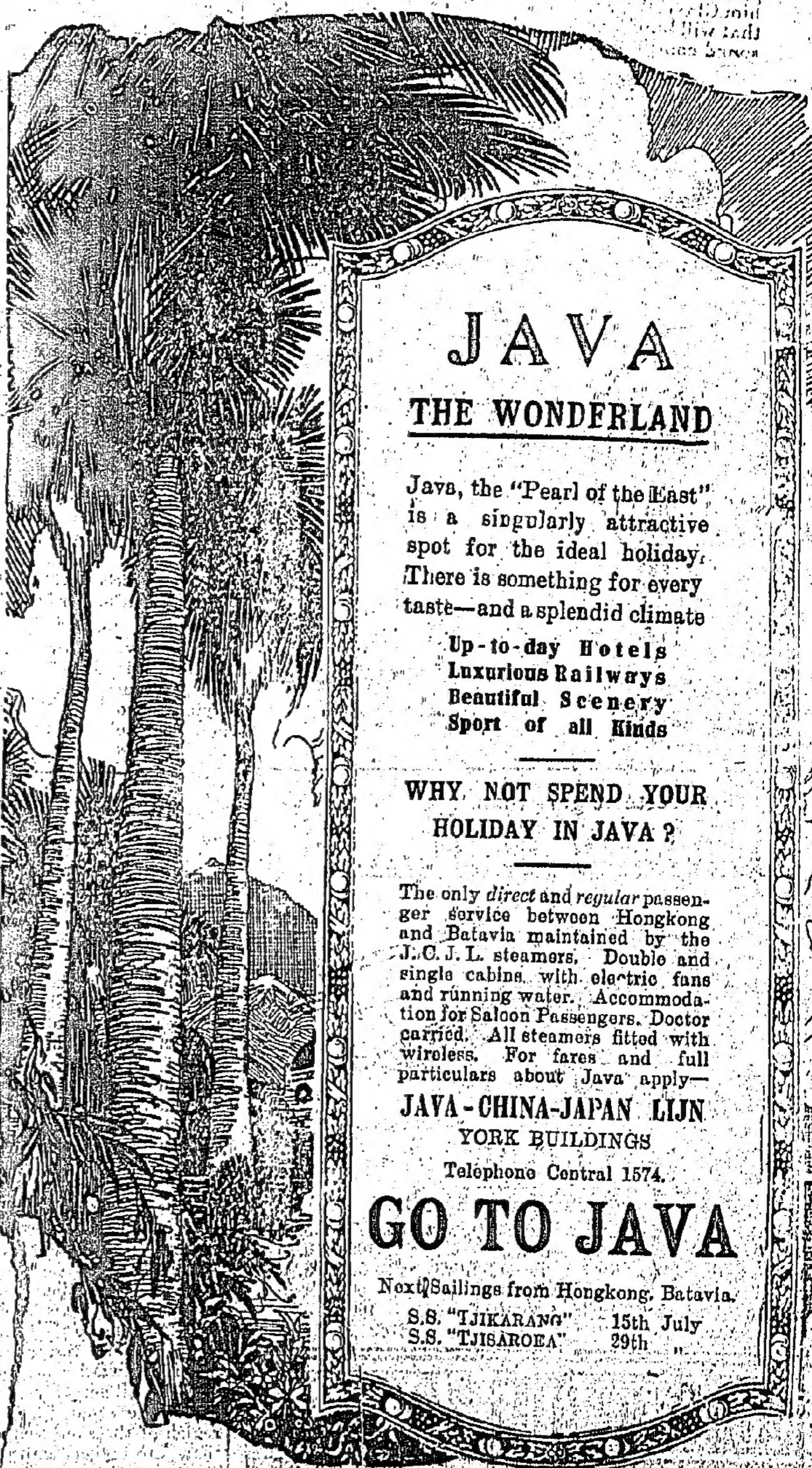
What we most need in all our missionary work is a few saints, a few men who are really living such a life as apostles of Christ ought to live, whose lives are a living testimony not only that they believe what they teach, but that what they teach is the most holy and beautiful creed that could be believed and professed. That, surely, is the way in which from the very first Our Lord both taught himself and wished his religion to be propagated, not by any 'mass movement,' but by personal influence—like the ancient torch race in which the tired bearer handed on the lighted torch to another. That is the only way, I believe, in which Christianity can really be transmitted, and, as I say, what we need above all is real saints who will go out, full of love and sympathy, without any racial prejudices, who will try to study the lives and beliefs of the people to whom they go, seeing on the whole what is best in them, and so try to bring them to the foot of the Cross.

The rector added that in his opinion the East-end would wipe out its past reputation completely. There was no reason why they should not be a group of model parishes if they had two things—work for all and good housing accommodation.

The Cigarette of Quality



This advertisement is issued by the British-American Tobacco Co., (China) Ltd. A-176.



JAVA THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate.

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds

WHY NOT SPEND YOUR HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J.C.J.L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN LIJN
YORK BUILDINGS

Telephone Central 1574.

GO TO JAVA

Next sailings from Hongkong, Batavia.

S.S. "TJIKARANG" 15th July

S.S. "TJIBAROE" 29th "



THEY DID NOT FORGET!

We brought "DON" back to you in its same pre-war excellence—for the first time since the war. Connoisseurs remembered!—Today you can obtain "DON" at any club or store.

N.S. MOSES & Co., Ltd.

Agents
"Such popularity must be deserved."



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.



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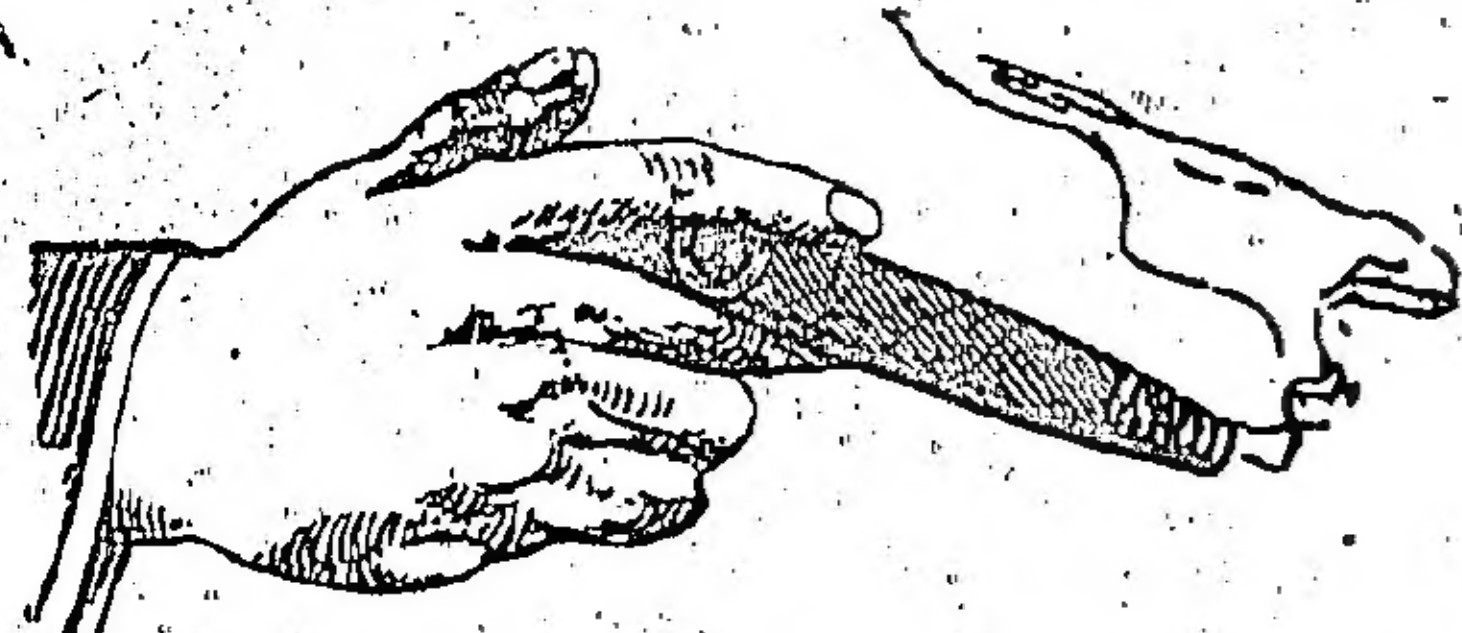
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MURDER FOR A HOBBY.

HEAD-HUNTERS WHO ARE DANCE MAD.

An astonishing account of the little known head-hunting tribes inhabiting the Dutch island of Nias, off the coast of Sumatra, is furnished by Dr. A. Ponsel, a returned explorer.

The decoration of the projecting roof-beams of the bamboo houses in the villages, says Dr. Ponsel, consists partly of hanging human skulls, decapitated human heads playing a great part in all the festivals; despite the efforts of both the Dutch Government and missionaries.

Heads fall when a chieftain assumes a higher title, when a new village or a new house is built; at the death of the chieftain or any influential man, on occasions of illness—in short, on every possible occasion.

The motive for the cutting-off of heads at funerals is explained by the statement that the spirit of the dead man seeks to disturb his successor in his new possessions. This can be prevented only by the spirit of a person killed especially for the purpose, and if the dead man was particularly powerful the local priest decides that the number of heads must be greater than ordinary.

A man planning to give an especially gorgeous festival invites other warriors to go head-hunting with him. He feeds them plentifully with rice and pork, but furnishes no plates. They must eat out of a pig trough as a delicate intimation that if they come home without heads at their girdles they are no better than pigs.

The hunters, moreover, take a sort of oath, saying to their host, "if we bring home no heads for you, take our own and those of our wives and children"—a very literal embodiment of the old saying, "on my head be it!"

The victim, however, is sometimes ransomed at the last minute—this being often done in the case of funerals.

At every opportunity the people dance, but most of all at funerals, which are continued for four days and three nights. Drums and gongs are beaten immediately after death, and the dirge of the dead begins; while, in the evening, the neighbours visit the house and express their sympathy by howling.

The dance proceeds all night long while the descendants of the dead sing his praises and beat their breasts continuously, with wooden staves.

All this is done to keep the evil spirits far away.

Pigs are killed and the guests are fed towards morning, and when daylight comes the silk-covered coffin-board is brought out, the images of ancestors placed on it, and the friends of the dead, bearing veils hung on their spears, stand at the head of the coffin to keep evil spirits away.

The able-bodied fighting men of the village, armed to the teeth, now enter the house and appraise the value of the goods it contains in order to estimate the number of pigs which ought to be killed according to the rank of the departed.

The body, arrayed in festive garments, is then borne forth to the grave on its bier, the women trying to hold it back to show how dear to them the dead man was.

NEW SUN THEORY.

PROBLEM OF VARYING ROTATION.

Like the earth and all the planets, the sun rotates on its axis, but while the earth's rotation is the same all over—one revolution in any latitude occupying 23 hours 56 minutes 4.1 seconds—it has long been known that the time of one revolution of the sun varies with latitude. Observation of the movements of sunspots has shown that one revolution at the equator takes place in 25 days, whereas in solar latitude 20 deg. the period is 25½ days, in latitude 30 deg. 26½ days, and in latitude 40 deg. 27 days.

A satisfactory explanation of these big variations has yet to be found, but it has been suggested that owing to the fluid interior of the sun its rotation increases inwards towards the centre, and that the inner layers approach nearer the equator and give that region of the sun greater velocity than at higher latitudes, thus shortening its rotation period.

So far these results have been solely arrived at by watching the rotation surface, and it has been impossible to deduce any mathematical formula applicable to the rotation speeds at any latitude. But Einstein's theory of relatively and modern discoveries concerning atoms have enabled mathematicians to apply known laws to the problem of the sun's rotation, and at the last meeting of the Royal Astronomical Association a quite new theory was put forward by Dr. Jean's and Professor Milne.

Instead of a fairly homogeneous body rotating with much the same angular velocity inside and on the surface, the new theory represents the sun as composed of a number of separate layers, the rotation speed of each layer increasing inwards until at the sun's centre the speed is at a maximum and the period of one revolution very much shorter than at the surface. The progressive slowing down of the layers in the outward direction is brought about by material particles of solar radiation moving in spiral curves from the rapidly rotating centre towards the surface. As the particles pass each layer they act as brakes, and impede its rotation speed, until at the visible surface the rotation speed is thousands of times slower than at the centre.

If, as was believed a few years ago, radiation were something immaterial, no amount of solar radiation could affect in the least degree the rotation speed of the sun at any level: it would move outwards without the slightest appreciable effect on the matter of the layers through which it passed. But it is now certain that radiation is in the truest sense material, and that the material particles radiated must bring changes in the sun indicated by the new theory.

And if the sun, also the stars, which are bodies like our sun, many astronomical problems

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which have hitherto defied solution may be solved by Dr. Jean's revolutionary theory, particularly the formation of double stars, of which there are many in the heavens, and the stupendous velocities of atoms under radiation pressure will throw much light on the apparently erratic phenomena of stars which vary in brightness and the formation and behaviour of the tails of comets.

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THEOSOPHICAL
SOCIETY.THE QUALIFICATIONS FOR
DISCIPLESHIP.

At this week's public meeting of
the Hongkong Lodge The Theosophical
Society, on Thursday, Mr.
H. E. Lanopart gave an address on
the "Qualifications for Disciple-
ship." He said in brief:

Through repeated rebirth on
earth Man learns to perform action
not for his gratification, not for the
sake of the fruit for the lower self,
but because of duty, thus identify-
ing himself with Law, thus con-
sciously taking part in the great
work of the world. But there is a
stage beyond that, and that is when
man performs action not only as a
duty, but as a joyful giving of him-
self, of everything that he is and
has—to the service of the Supreme.
It is then that it becomes possible
for a man to break what are called
the bonds of desire and in that
way to liberate himself from com-
pulsory rebirth. For that which
draws man to rebirth in this world
is desire, and so long as he de-
sires that the earth or the joys of
heaven—the subtler worlds—by
their very nature transitory and
fleeting as well—can give
him, so long must he re-
turn for it. So long as a
thing has power to attract it is a
thing that has power also to bind.
Every attraction then binds the
soul, and brings it back to the
place where the desire may be ac-
complished, as Man is so divine in
his nature, so God-like that even
this outgoing energy of his that
we speak of as desire, has in itself
the power of accomplishment.

Liberation.

Liberation pure and simple, a
selfish personal liberation which
breaks indeed the bonds that bind
man to the worlds of life and
death, but which is careless of
the fate of humanity as a whole,
which helps not in any way his
struggling brethren, may fairly
be gained. It needs a recognition
of the transitoriness of earthly
things, of the worthlessness of
the objects of ambition with which
a worldly man naturally busies
himself day by day. Indeed, many
men have in life no higher thought
than such salvation of their own
petty souls, careless of others so
that they themselves may escape.
But after all that liberation is
only for a time, as all the divine
possibilities that lie enwrapped in
human consciousness have yet to be
unfolded, and after an aeon, in a
future cycle, such souls have to
come back to take the right step
towards what is the really divine
destiny of man, the evolution of
the human consciousness into the
All-consciousness, for the good of
the whole of Humanity, for the
helping and guiding of the present
and future worlds. It is those
wiser souls who would break the
bonds of desire not that they may
escape the difficulties of earthly
life, but in order that they may
follow that higher and nobler path
which is called the path of dis-
cipleship, follow the Great Ones
who have made the pathway pos-
sible for humanity, follow the path
of discipleship, that razor-edged
path of quickened unfolding of the
divine Powers within, that they in
their turn may become the helpers
and teachers and saviours of
struggling humanity. By the wis-
dom of the Great Ones there are
definite qualifications demanded
from the would-be disciples and
entrance to the Path may be gained,
and one of these qualifications
is control of mind. The aspirant
must be no more at the mercy of
circumstances. He must be able
amidst temptations and difficulties
to choose his path by reason and

judgment, he must be like a ship
controlled by a seaman who under-
stands his duty, who utilizes the
currents and winds to follow the
course which he himself has firm-
ly determined. He must even go
a step further than mere control
of the lower nature. By the high-
er, he must begin to realize and
use the creative power of thought.

An Illusion.

He must have transcended the
illusion of the mind being he the
man, he must realize himself as the
creator who uses the mind as his
instrument. He must no more be
adrift in the thought currents of
those around him, he must be able
to think individually, deliberately,
with a purpose behind. And such
control of thought, this stopping
of thought at will, is a necessary
condition of discipleship, because
when a man becomes a disciple it
means rapid growth and increase
of individuality, so that he be-
comes able to accomplish in a few
lives on earth what would other-
wise have taken millennia to ac-
complish, and thus, before these
added powers come within his
reach he has to learn to control
his thoughts, to learn to check all
that is evil in them, to learn to
harbour nothing save that which
is pure and beneficent and useful.
It is true that the mind is restless
impetuous and strong, and hard to
control, but it may be curbed by
constant practice and indifference.
There is no other way than con-
stant practice, and you yourself
must do it, and until you begin
to take it in hand no finding of
the Teacher, the Master, is pos-
sible for you. And as you learn
to train this restless mind of yours
and make it subject to your will,
by thinking definitely and con-
secutively on a chosen subject, by
withholding from scattering your
thought aimlessly and foolishly,
you will then take another step—
meditation—which is the delibe-
rate and formal training of the
mind in concentration and fixity
of thought, reflecting daily on the
perfect ideal of the Master, the
Perfect Man. It is then that the
lower mind will become peaceful,
sink into quietude, that the out-
side world will fade away from
consciousness and that the deeper
consciousness will shine from
within, the true individual him-
self, realizing and knowing what
he is in truth. In time you will
become able to make the higher
consciousness permanent, and
never leave the inner sanctuary,
however much the outer life is
busy in the world of men. In this
way the man is preparing himself
for discipleship. And then comes
the next stage, that of the gradual
and conscious building of a per-
fect character, the outward mani-
festation of the divine properties
within, and if you would follow
the path thus outlined, if you
would step by step thus learn con-
trol of mind, meditation, building
of character, there you would have
spoken the threefold word which
makes it possible for the Master.
The Hidden Teacher, to reveal Him-
self and the portals of the Path
will swing open before you.

CHOLERA.

AMERICAN TRAVELLER
SUCCUMBS.

Singapore, July 9.
Three cases of cholera occurred
on the steamer Erinpura from
Rangoon.

An American passenger named
Kiser died, and a British lady
passenger and an engineer are ill.

Quebec.—Some 60 houses and
commercial establishments have
been destroyed by a fire at Riviere
du Loup. Damage amounting to
a million dollars has been done.

JAPAN'S NAVAL
BUDGET.A BIG INCREASE TO BE
VOTED.

Tokyo, July 9.
It is learned from the Navy De-
partment that at a conference of
high naval authorities this after-
noon, the Navy Minister presiding,
the estimates for the fiscal year
1927, which will shortly be pre-
sented to the Finance Department,
were tentatively fixed at 320,000,000
yen, which is an 80,000,000 increase
over the present fiscal year.

These figures are understood to
include an unestimated sum for the
construction of auxiliary vessels
for replacement.—Reuter.

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Ralph E. Gill, Mrs. Ralph E. Gill,
Mr. and Mrs. Siang Kow Kwik, Mr.
Siang Kow Kwik, Mr. Chiot Kwik,
Mstr. Kanti Kwik, Mr. Leung Lou
Shee, Miss Leung Pin, Mr. Ling Tut
Chau, Mr. H. A. Ozorio, Mstr. Charles
Ozorio, Mr. and Mrs. Pang Sang
Hang, Mayor Guy L. Peterson, Mr.
Paul Chiek Ling, Dr. H. F. Spimmers,
Mr. See Yee Wah, Mr. C. K. Tang,
Mr. Wong Ying Liang, Mr. Wu Sin
Ting, Mr. Wu Shin Heung, Mr. Carl
F. Wolfseifer.

DEPARTED.

For s.s. Empress of Canada for
Vancouver via ports, July 9.—Mr. F.
Aldous, Mr. A. C. Aubrey, Mr. W. H.
Barne, Mr. S. W. Barry, Mrs. C. T.
Bancroft, Miss G. Y. Bardola, Miss
V. Black, Mr. G. H. Brook, Mr. F. S.
Blen, Capt. and Mrs. Clark, Mr.
Coleman, Miss B. Craft, Mrs. Chang
Chic, Mr. Chao Ping-jeng, Mr. Con
Yeg-king, Mr. Go Yu-cheng, Mr. M.
Dukes, Mr. Devery, Mr. W. Douglas,
Comdr. R. M. Dillen, Mr. J. C. D.
Dunn, Mrs. Dang She, Mr. P. Ebbstein,
Mr. and Mrs. G. Elenzar, Miss L.
Ford, Miss G. Fletcher-Moulton, Mr.
C. W. Falk, Mr. and Mrs. Y. C. Fung,
Mr. and Mrs. Fung, Mrs. M. F.
Gerald, Mr. A. W. Goodhart, Mr. and
Mrs. W. D. Goodfellow, Mr. and Mrs.
Carl Grosse, Mr. A. Giovanoli, Mrs.
C. M. Goehring, Mr. E. H. Huggard,
Miss H. Holbert, Mr. W. J. Hogan,
Mrs. A. P. Hogan, Mr. G. Hornig,
Mr. and Mrs. A. J. Harris, Mr. C.
Heidneek, Mr. He To Yam, Mr. Geo.
T. Koch, Mrs. G. S. Kennedy-Skipston,
Mrs. P. C. Kwok, Mrs. Kum Shi, Lt.
and Mrs. A. A. Kessler, Mr. and Mrs.
J. Kille, Mr. N. M. A. Lebert, Mr.
and Mrs. C. F. Lane, Mr. C. O. Lau,
Miss Leung Ngai-man, Miss B.
Leung, Miss Lee Tung-ying, Mr.
W. M. Lewis, Mr. Lee Yew, Mr. Lee
Sing-kui, Mr. and Mrs. Law Let-
kwong, Miss Lau, Mr. K. C. Lo, Mr.
and Mrs. Lo Lim-yock, Mr. and Mrs.
M. C. Lee, Mr. and Mrs. S. H. Lau,
Mrs. G. E. MacCallum, Mr. S. H. Lau,
Mr. V. MacCallum, Mr. H. N. Mody, Mr.
and Mrs. R. Mouye, Master M. Mouye,
Master A. Mouye, Mr. Mo Kai, Mr.
O. B. MacCallum, Mrs. M. Nonato,
Miss C. Nonato, Miss L. Nonato, Mr.
Y. K. Ng, Mr. Y. S. Ng, Sir Henry
and Lady Pollock, Mr. A. Pierce, Miss
M. Paula, Miss T. Rimaroko, Mr.
E. L. Rocha, Mr. S. M. Rila, Mr. M. V.
del Rosario, Mr. G. E. Scheitzer, Mrs.
C. G. Stewart, Master C. P. Stewart,
Miss N. C. Stewart, Master W.
Stewart, Mr. O. P. Stewart, Mrs.
E. Sherman, Miss O. Sherman,
Miss O. Sherman, Mr. R. S. Spier,
Miss A. J. Shannon, Mr. E. A. Sher-
lin, Capt. and Mrs. R. E. Shannon,
Mr. Sun King-po, Mr. and Mrs. J.
Thomson and family, Mr. J. J. Tray-
nor, Mr. and Mrs. C. H. Tam, Mr.
K. M. Woo, Mr. S. W. Wong, Miss
M. M. Walsh, Miss B. Yuen, Mrs.
Yuen Ching and Mr. Yu Ping-kun.

PASSPORTS.

JAPAN AND AMERICA
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Tokyo, July 9.
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the Japan-American agreement
cancelling all passport fees be-
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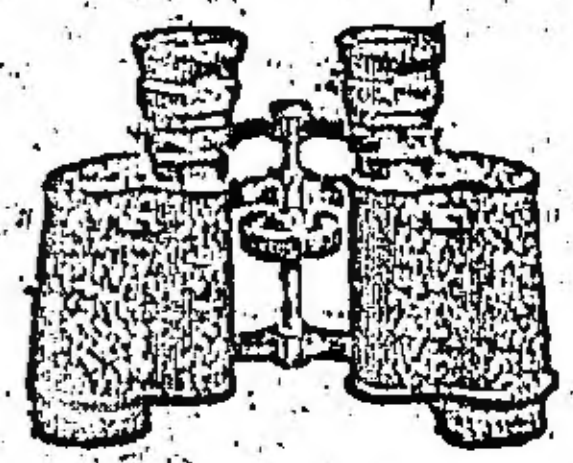
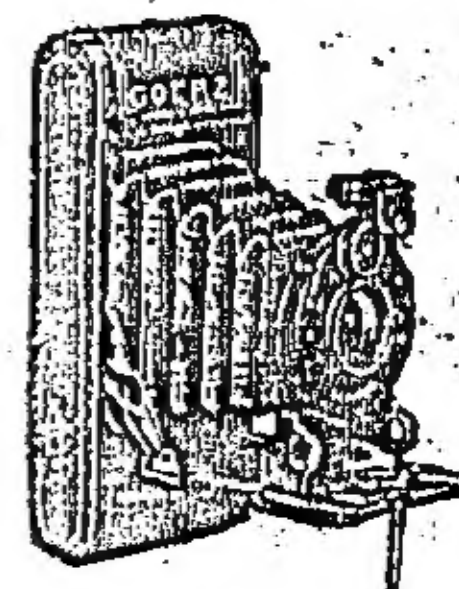
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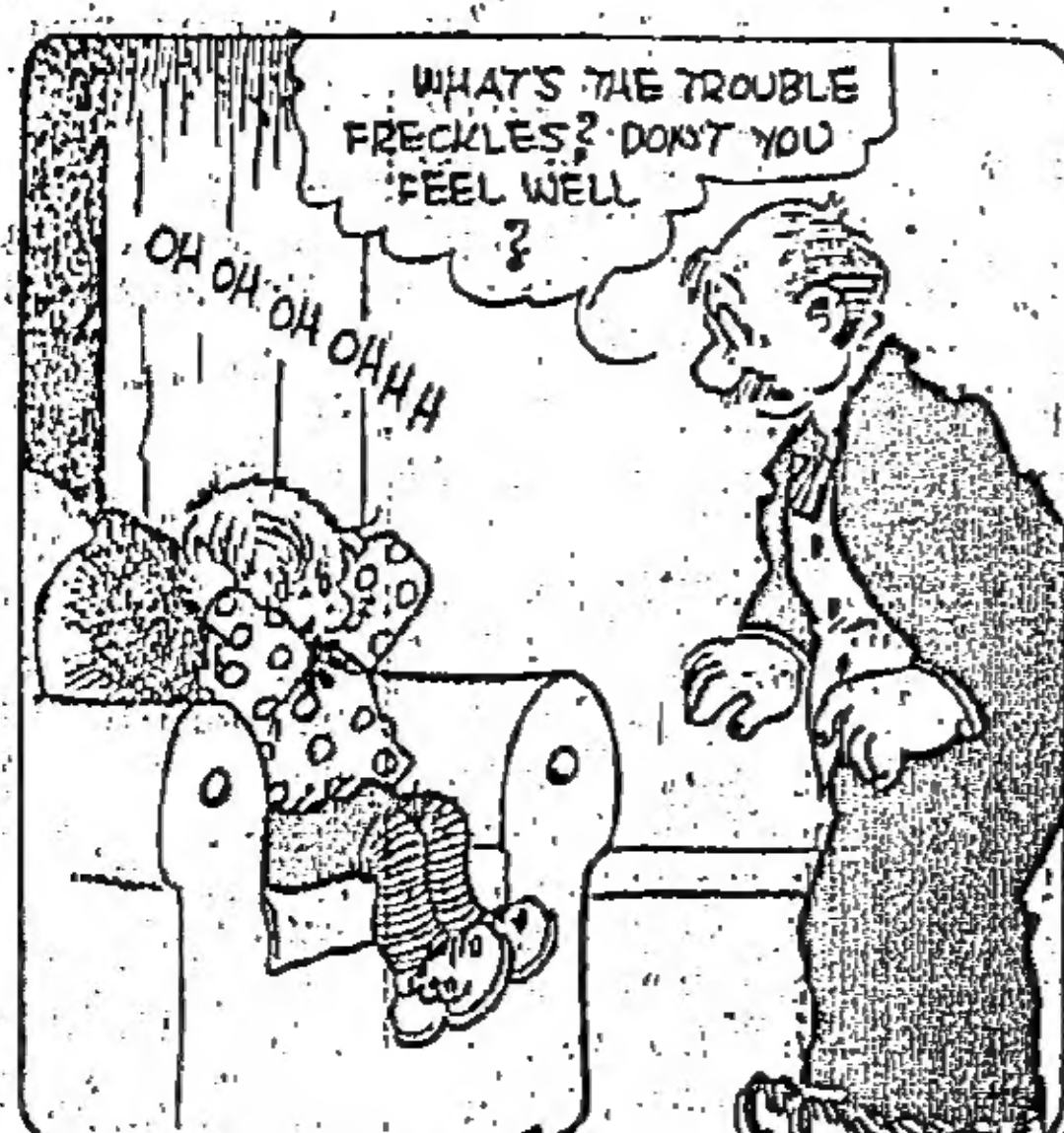
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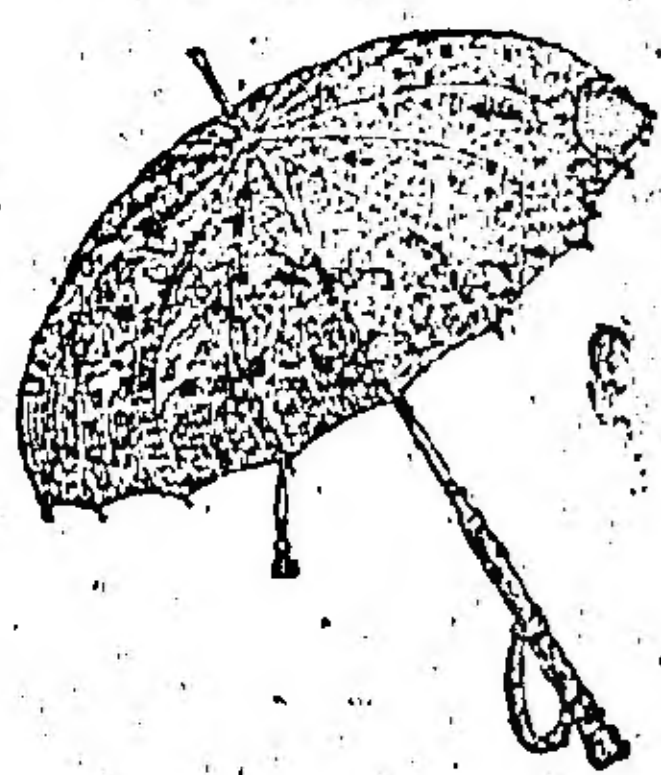
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The Telegraph

SATURDAY, JULY 10, 1926.

THE POWERS AND CHINA.

With the virtual breaking up of the Tariff Conference in Peking, the question arises as to whether there is any probability of a change of attitude on the part of the Powers towards China. The opinion is expressed by Mr. Rodney Gilbert, a well-known Peking commentator on Chinese affairs, that "circumstances—notably the salt revenue question, the Tariff Conference failure and the maltreatment of foreign missionaries—are inevitably driving the Powers to a new attitude. The burden of his views, set forth at great length in an article in the N. C. Daily News, is that it is being gradually realised on all hands that the past policy of patient conciliation, is no longer suited to the conditions which prevail all over the country, and that even many Chinese recognise that a change on more definite lines would be to the mutual benefit of all concerned.

Whilst conceding that many factors have been operating to point the necessity of a change in the policy of the Powers, Mr. Gilbert cites the action of General Chu Yu-pu, the Fengtien Governor of Chihli, in setting up his own salt revenue collectorate at Tientsin and in seizing the salt taxes in the Chang Lu district, as the last straw which is likely to break the camel's back. Proceeding to investigate the situation thus caused, he cites past non-interference on the part of the Powers with the withholding of salt revenues by various provincial authorities and militarists, and goes on to say that on the 3rd of every June, the Salt Administration pays Tls. 950,000 into the banks which serve the Hukuang Railway loans for payment of semi-annual coupons. This payment was made this year out of the current receipts, plus nearly a lakh from the reserve—the first drain upon the last resources of the revenue service which is responsible for at least four very important loan services. What is even more striking is the statement that in just ten years, the receipts of the Peking collectorate, which had seemed such remarkably fine security for loans, has been reduced, through the consistent application of a foreign policy of indulgence, compromise and patient conciliation from more than seventy million dollars to nothing. Mr. Gilbert says the salt situation cannot possibly remain a local problem, be-

cause the Powers cannot insist that General Chu yield up the revenues while his superiors, allies, colleagues and rivals in other parts of the country are permitted to remain in undisputed possession of similar revenues from similar sources which they have taken for years. There is also much comment in the writer's article on the Tariff Conference, in the course of which he says the outstanding impression of the delegates is that China has amply demonstrated that she is not qualified to execute a Treaty, and will continue to be incapable of fulfilling any pledges which the Peking administration might lightly make for a long time to come. Japan, he says, either wants to go through with the Tariff Conference, even if it takes ten years, or she wants it closed with such a frank statement of the insuperable obstacles as to force the world to abandon pretence in relations with China and deal with her on a basis of realities.

The missionary problem is also touched on at great length in the article, it being contended that the missionaries themselves are beginning to see that if what are termed the "legitimate aspirations" of the folk they serve were fulfilled, the missionaries and their converts would be the first to suffer. The opinion is quoted of one of the most competent American observers in China that if extraterritoriality were abolished, missionary propaganda would bring intervention within three months. There is no suggestion, according to Mr. Gilbert, of the Powers abruptly announcing that they are going to intervene, but nearly all observers are convinced that a decided change of policy will shortly be apparent in the dealings of all the major Powers with China.

The Miners' Standpoint.

It is just ten weeks ago to-day that the coal strike (or, as the miners prefer to call it, "a lock-out") began at Home, and we are only at the point where angry Labour Members of Parliament greet with derisive cheers and other tumult the announcement that the Royal Assent has been given to a Bill permitting miners to work for eight hours a day instead of seven hours. Ten long weeks have gone by and the temper of the disputants seems only to have been further aroused and made more irreconcilable. The colossal magnitude of the disaster which has been suffered by British industry as a consequence of the strike is not yet even realised, else much more strenuous and more generous efforts would have been made to end the war of exhaustion. The Government seems to have pinned its faith to the monetary attraction of longer hours, but the indications at present, says Reuter, are that the miners are refusing to go back to work on either pre-strike pay or a little less if it entails a longer working day. We fancy, however, that many will give in on those terms because of the sufferings of the struggle they are waging. It is hard for some of us, perhaps, to understand this deep-rooted objection to longer hours, but the miners are extremely jealous of the time concessions they have previously won. Furthermore, longer hours must mean more unemployment among the miners, because the saving will be in the number of men employed and not in the amount of wages paid to each. If miners generally are asked to work one-eighth of the time longer than now, then, logically, one-eighth of their number can be dispensed with and the same amount of coal brought to the surface. Of course, it would not work out quite like that, but longer hours will inevitably mean fewer workmen, unless bigger output is the end in view. This is realised by the miners and may explain, in part, their obstinate attitude.

Passengers expected to arrive by s.s. Fushimi Maru to-morrow include Mrs. Christensen, Mr. R. Falkold, Mrs. C. Fisher, Miss C. M. Fisher, Mr. H. T. Gourlie, Mr. A. Gronvold, Mr. S. Mikelsen, Mrs. D. M. White, Miss J. J. White, Master A. H. Walte.

DAY BY DAY.

WELL, GOD GIVE THEM WISDOM THAT HAVE IT; AND THOSE THAT ARE FOOLS, LET THEM USE THEIR TALENTS.—Shakespeare.

Tenders are being invited for furniture for King's College.

A meeting of creditors of the Oriental Commercial Bank, Ltd., is to be held on August 4th at 3 p.m.

His Excellency the Governor has accepted the resignation by Second Lieutenant Alan Primmall of his Commission in the Hongkong Volunteer Defence Corps.

The King's Exequatur empowering Monsieur Dufaure de la Prade to act as Consul for France in Hongkong has received His Majesty's signature.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, appointed Mr. William George Gerard to be an Assistant Superintendent of Police.

Under the Sale of Food and Drugs Ordinance, there were 92 samples taken for the quarter ended June 30th. Of these 31 were of fresh milk. All were genuine excepting five samples of milk.

Miss Emily Henrietta Wilson, of Fern Lea, Kenilworth, Warwickshire, who died on April 18th, aged 80 years, left estate of the value of £25,008. She left £50 to the Pankol Leper Fund of the Church Missionary Society.

News has been received of the death at Cape Town of Mr. T. A. Barclay, formerly in the employ of the Hongkong Electric Company, who left Hongkong in February on the termination of his agreement and who proceeded to South Africa with the intention of getting work and settling down there. Mr. Barclay, who was unmarried, had many friends in Hongkong.

COURTAULDS' SLUMP.

REDUCTION IN INTERIM DIVIDEND.

London, July 9. There was a big slump in the shares of Messrs. Courtaulds, artificial silk manufacturers, one of the most favourite counters on the Stock Exchange following an announcement of reduction in the interim dividend, from eighteenpence to fifteenpence. The shares dropped five-eighths, equivalent to a market depreciation of £7,500,000.

The reduction is possibly due to a policy caution in view of the coal strike. Courtaulds's, however, are reducing selling prices and are believed to be engaged in intensive competition against their rivals, which may temporarily affect profits.—Reuter.

AUSTRALIAN COTTON.

Melbourne, July 9. The Tariff Board considered the Government scheme to encourage the cotton industry in Australia by granting a bounty on cotton yarn spinning, and recommends a bounty, of sixpence per pound.

EXCHANGE RATES.

	Rugby, July 9.
Paris	189 1/2
Brussels	209 1/2
Amsterdam	12 11 1/2
Berlin	30 43
Copenhagen	18 35
Vienna	34 42 1/2
Hamburg	19 3 1/2
Lisbon	2 17 1/2
Buenos Aires	4 15 1/2
Shanghai	2 11 1/4
Yokohama	1 11 1/4
New York	4 86 19/32
Geneva	25 11 1/2
Milan	136 1/2
Stockholm	15 19 1/2
Oslo	22 17 1/2
Prague	104 1/2
Madrid	30 67
Rio	7 13 1/2
San Francisco	75 29 1/2
Hongkong	1 30 1/2
Silver (spot)	36 3/8
Silver (forward)	36 3/8

Ten thousand sealed bottles have been set adrift in the vicinity of New York harbour as part of a scientific investigation to determine the action of water currents. The War Department is co-operating in the investigation. Each bottle contains a card bearing a message to the finder asking him to fill in the data called for, mailing back the card immediately.

MIXED GRILL & A Merry Miscellany Ashley Sterne

At the offices of the London Association for the Protection of Trade there is a special department which will tell you how and where out-of-the-way articles may be procured. It has already directed the hesitating footsteps of two potential purchasers who respectively required some River Jordan water and some kangaroo



tail; and if it can successfully cope with such inquiries as these, its capabilities would appear to be limitless. The next test, however, will come when I roll up at the L.A.P.T. requesting to be informed how and where the following merchandise is procurable:

Rigid asparagus;
Secondhand coffins;
Non-skid macaroni;
Collar-studs that come when they're called;
Silent soup.

In Paris the franc may be going lower and lower, but the crown is going higher and higher. I mean, of course, the crown of ladies' hats. Specimens have already reached London bearing crowns nine inches high, and according to a fashion journal the limit of altitude has by no means been reached. Personally, I am all for the Higher Crown. It will distinctly add to the Brighter Life. Indeed, I go so far as to express the hope that hat-crowns will one day attain the height of several thousand feet, and be covered with perpetual snow. Then we shall have to bother about going to Zermatt or the Engadin to witness the phenomenon of the Alpine glow. All we shall need do is to stand the wife up in the back garden; and then, if she can make a noise like a chamois moaning for its leather, the illusion will be practically perfect.

Wife (to husband returning from Installation Banquet): 'Humph! Anybody can see where you've been!'
Hubby: 'Don't tell me! Leeshee if I can guess.'

Professor Miller, an American scientist, claims to have proved the existence of that hypothetical substance, ether, by which wireless and light waves are transmitted. If his claim should upon investigation, prove good, it will not only win a turkey for the Professor, but also for the chap whose vivid imagination first thought of explaining away the phenomena of radio and light by means of a substance that hadn't been discovered. Sir Isaac Walton (or was it Sir Isaac Asimov?) you remember, got a whack on the skull from a rotten apple, and forthwith invented some hypothetical doings called gravity to account for the mishap. Many years later, it was discovered that gravity really did exist.

STAGE'S INFLUENCE FOR GOOD.

ACTORS NO LONGER ROGUES AND VAGABONDS.

The Archbishop of Canterbury spoke at the annual meeting of the Actors' Church Union held at the Royalty Theatre, London, on May 18. Remarking that at one time it would have been regarded as rather a strange thing that anyone who held his position should be in that place, and on the stage, the Archbishop recalled that in Elizabethan times actors were classed as rogues and vagabonds and were excluded from residence in the City of London. Some of them, he said, could recall times when it would have been thought perhaps as strange as it would have been in Elizabethan times to be there for the purpose of benedicting and helping an artistic craft which was regarded generally as extremely frivolous and rather naughty.

"Thank goodness that is past," he added. The time had gone by when it was thought anything but right that they should be doing what they could to help forward every effort for enabling those

It was found in an Aberdeen variety theatre during the turn of a couple of Hebrew cross-talk comedians.

Have you heard the story of the audience that assembled to hear a free lecture on Heteronomous Transcendentalism? At half-time they both went home.

SQUARING THE CIRCLE.
(Square wedding-rings are the latest fashion for brides.)
Three hundred years before A.D., Professor Euclid said, said he: "I think my famous work 'I-Square-be-complete-until-I-show-By-ratiocination-The-way-to-square-the-circle.'"

But even his colossal brain, accustomed to long mental strain, The problem, he er eluded; He COULDN'T square that wretched circle. He gained, from years of frantic work, No more success than you did.

Nigh two score centuries had to pass; And then there came a winsome lass Who solved this mental tangle. Her bridal ring, with utmost care, She bent until she made it square; And hubby's now heard to declare: "A simple problem, that I swear, For one who is a Wrangler!"

After Hamlet in modern dress, Faust similarly arrived. I take off my hat to the Birmingham Grand Opera Society (if Birmingham allows anybody to remove his hat without being arrested for it), and venture to hope that hereafter they will give us Wagner in present-day costume. I'd just love to see the Rhine Maidens swimming about in the Trouville bathing costumes, and the Valkyries riding in howlers and slippers boots while I have always held that the sensible garb for Tristan in Act 1, is the full dress uniform of a bosun of the Royal Yacht Squadron.

News comes from Kimberley that a flawless specimen of the red diamond has been found. These stones, I understand, are very rare, though from all accounts red carbon in another form is fairly common. My friend, Dr. Annetheus Bilgewater, for instance, recently found several large lumps of red coal in his last consignment of fuel. He subjected specimens to drastic tests, but curiously enough could discover nothing in common



between the red coal and the ordinary black kind, except that it wouldn't burn and was, presumably, the same price (52s. a ton). I have seen a specimen. In shape, size and colour it is not unlike those things that bricklayers used to lay in pre-war days, and that we used to throw away in General Election times. I forget the name. It is so long since I have seen or handled one.

who took part in that great profession to be in every way helps to make the lives of all of them stronger and worthier and sifter for what was indeed a great calling of the world. He supposed every one of them believed that the stage stood to-day for something that on the whole was for the untold good, and not ill of the people. He said "on the whole" because just as in other walks of life, in other branches of literature, in stage production as in the production of novels, there was abundant need for an effort to secure that all was kept high-toned and pure and strong. They had learned to realise how gigantic was the possibility of good that belonged to the stage, the enabling power, educative, uplifting, and recreative, which, if it was wholesomely exercised and set to a proper purpose, was something which ought to be doing untold good to the common life.

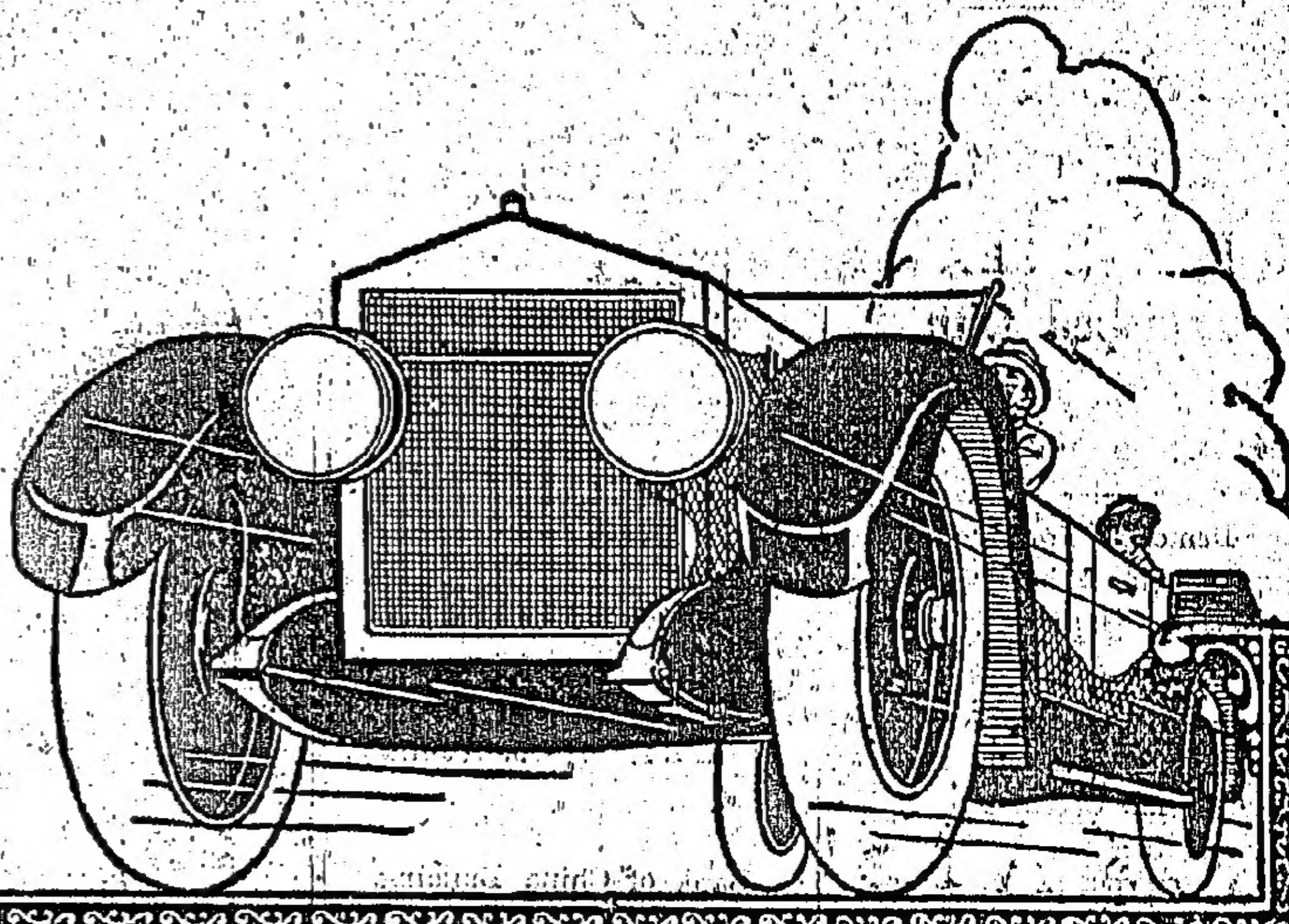
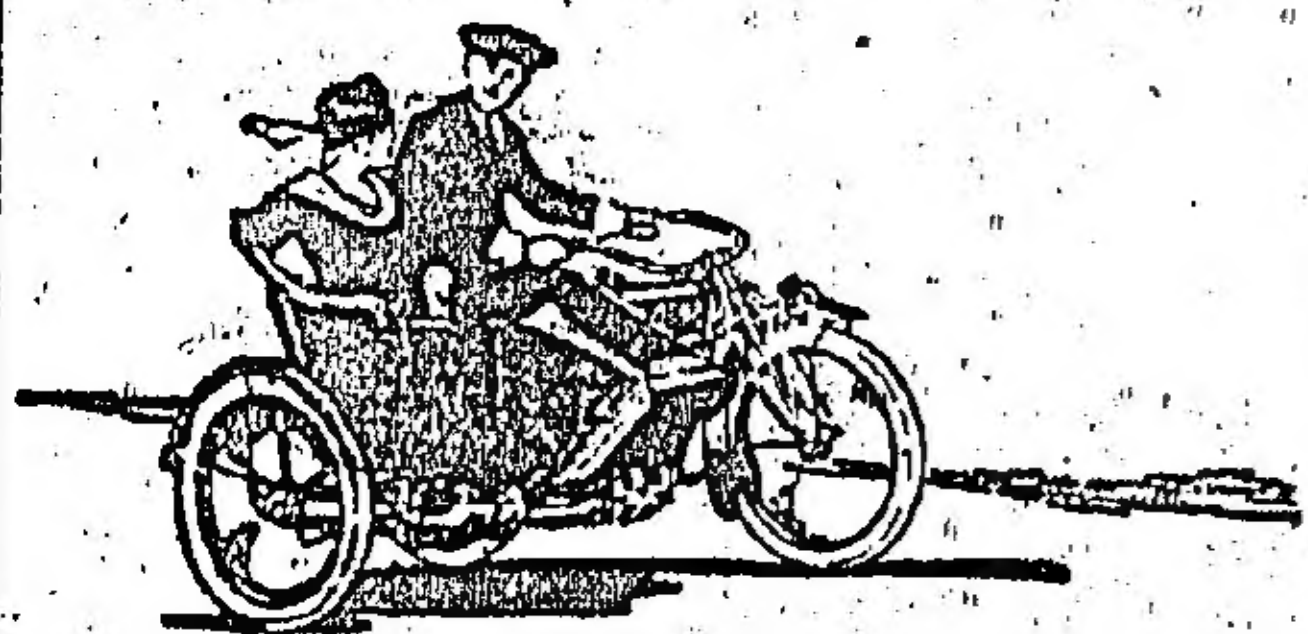
The Cobbett Gold Medal for 1926, awarded by the Musician's Company "for services to the art of chamber music," has been awarded to Mr. Alfred J. Clements, who for 40 years has organised the South-place chamber music concerts.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 10th. July, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Even more Dangerous.

Although it is some time ago since the Finance Committee of the Legislative Council decided that the dangerous corner near Po Hing Theatre at the junction of Gascoigne and Nathan Roads, was to be finished off and made usable for traffic, we notice that the work is proceeding with more than usual dilatoriness. On the line of route of the Kowloon-Shamshui traffic matter have been made a great deal worse by the digging of a trench (in connection with some drainage work, one presumes) so far across the road as to make it possible for only one vehicle at a time to pass. There is a similar happening only a few yards off, and the generally hazardous condition of the spot has been increased. But a few workmen are being employed there and it does not seem as though anybody is a bit concerned to get on with the job as quickly as possible and so improve what is at the moment, a very dangerous traffic junction.

Supervision Wanted.

At Castle Peak on week-ends there are comparatively large numbers of cars parked on the shore side of the coastal road, and as there is room for only one car at a time to pass along under these circumstances, we suggest that cars proceeding along the road ought to slow down to a reasonable speed. To pass along quickly is very dangerous, yet on Sunday last the writer of these notes saw very many cars, mostly dealing in the native passenger and goods traffic, dash along this half-width of roadway to the common danger of all. Anybody stepping from between the parked cars would have but little chance were a fast moving car only a little distance away. Could not some supervision be provided for Castle Peak on Sundays in the summer?

Passing Trams.

A number of local motorists are, apparently, uncertain as to the right rule of the road when overtaking and passing a moving tramcar which is travelling in the same direction, or what to do when passing a stationary tramcar. A driver may pass on either side of a moving tramcar which he is overtaking, provided that the road is clear ahead. A driver may also pass on the right-hand side of a stationary tramcar which is proceeding in the same direction as he is, provided that the road is clear ahead. But he shall not pass on the left side of a stationary tramcar. Regarding the latter point, we take it that this does not refer to a tramcar standing at a terminus or a tramcar which is waiting on a double track waiting for a tramcar coming from the opposite direction from a single track, but it means tramcars which have stopped for the purpose of setting down or taking on passengers. In no case should a car pass a stationary tramcar on the left-hand side or alighting from it. We make this explanation because we have lately witnessed several instances in which motor cars have waited behind stationary tramcars when the road on the right has been perfectly clear ahead.

An Innovation.

We learn that a dog cage has now been fitted to one of the A. J. S. motor cycle combinations in use by the police. This will do away with the antiquated procedure of putting stray dogs

when caught into a cage which was slung on a bamboo pole and carried about the streets by two coolies. We further learn that a police officer will be employed in catching stray dogs and transporting them by the newer and quicker method.

Parking Places.

The following is the official list of places where motor cars may be left unattended:—

Hongkong Central.

City Hall Square, when no entertainment is in progress.
Queen's Road Central, on south side of Hall, when an entertainment is in progress in the City Hall.
Pedder Street, in the centre of the road to south side of the Hongkong Hotel old entrance, above the white line on the stand. Below the white line is reserved for motor cycles.
Queen's Statue Square.
Wardley Street, both sides of the road between Des Voeux Road Central and Connaught Road Central.
Pedder Street, in the centre of the road between Des Voeux Road Central and Connaught Road Central.
Duddell Street, west side.
Douglas Street, east side.
Chater Road, centre of the road from Murray Road to the white line at the western end.
Outside Blake Pier.
Connaught Road Central, north side.

Western District.

Chung Sing Street.
South Lane, west of Shek-tong-tui Market.
The island west of To Yuen restaurant.

Eastern District.

Sharp Street East, north side.
Matheson Street, west side.
Landsale Street, east side.
Anton Street, east side.

Kowloon.

Austin Road, opposite Kowloon Bowling Green Club, east side.
Canton Road, east side, between Salisbury Road and Peking Road.
Middle Road, south side.
Peking Road, south side between Hankow Road and Ashley Road.
Cornwall Avenue.
Cox's Road.
Jordan Road, west side.

New Members.

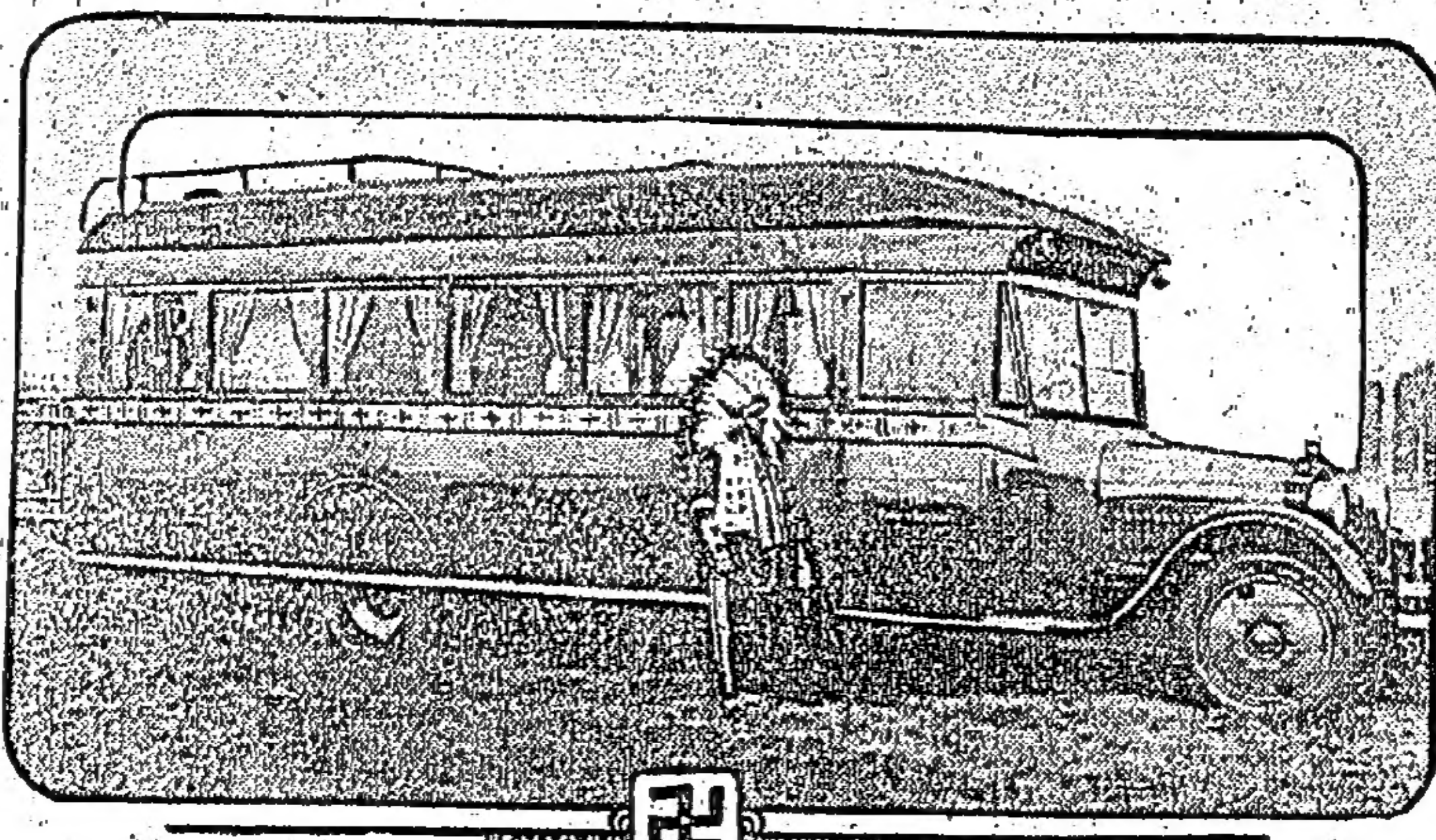
Since we published the last list, the following motorists have joined the Hongkong Automobile Association:—

Dr. J. C. Macgowan
Dr. F. Pierce Grove
K. K. Staple
F. H. Crapnell
E. A. Brodie
Young Fat Lee
H. S. Hills
John Fleming
H. C. Gray

A Dangerous Practice.

There still appears to be some motorists who indulge in the practice of leaving their cars by the roadside in such a position as to create a danger to other road users. This week we have had our attention drawn to an example of this thoughtlessness on the Sheko Road. Driving out to Sheko, a local motorist suddenly came upon another car parked by the roadside on a left-hand

"WIGWAM" ON WHEELS.



Chief Two Moon of Waterbury, Conn., last medicine man of the Blackfeet, has taken to the trail and is retracing the steps of his forefathers. But how differently! Instead of the ancient horse-drawn travois or drag, the chief is travelling in a modern palace on wheels. "Tepee Waite" is the name of his elaborately equipped coach. The coach carries complete cooking equipment, electric stove, electric refrigerator, food storage plant, several electric fans, hot and cold running water and a shower bath. Twelve comfortable seats are turned at will into sleeping compartments or at meal time, fitted with folding tables like those of a buffet diner.

ACCIDENTS IN MOTOR INDUSTRY.

SUGGESTIONS FOR SAFETY OF OPERATIVES.

In no branch of manufacture, perhaps, is there more complicated machinery used, or a greater risk of accident present, than in the automobile industry. Its employers of labour will therefore be interested to know of the valuable suggestions recently made by Sir Alfred Herbert for the minimization of such casualties.

In an interview with the *Midland Daily Telegraph* Sir Alfred states his belief that in nearly every case an examination of the facts leading up to an accident in a factory would show that it was preventable. Amongst other points he urges are: (1) that employers should be invited to make suggestion regarding the prevention of accidents; (2) that a suitable officer should be appointed in every factory to collect and investigate all reports of accidents with a view to remedial measures being adopted; (3) that a central committee representing local hospitals, medical men, employers, and employees be appointed in each town or borough to receive all reports of works accidents and to make recommendations to the employers concerned; (4) that the co-operation of the Home Office, insurance companies, and the Safety First Association be secured. United action of this kind, he believes, would reduce very materially the present alarming number of industrial accidents.

bend, in such a position that a sudden swerve was necessary in order to avoid a collision. Had another car been taking the bend at the same time, but in the opposite direction, a smash would have been inevitable. Surely, it is not too much to ask that motorists who must "hurry by the wayside" should leave their cars at such a place where there is no possibility of it being a danger to other drivers.

CIVILISING INFLUENCE.

RAPID GROWTH OF MOTORING.

Lawrence P. Fisher, President and General Manager of the Cadillac Motor Car Company, writes:—

The American people have an established habit of hunting for things that are basically right and sound, and when found, holding fast to them. This is well illustrated in the automotive industry, which has climbed from practically zero thirty years ago to first place in the wholesale value of its products, and to a point at which the American people have invested in its capital stock to the amount of nearly two millions of dollars. Illustrative of the faith of America in this industry, the General Motors corporation alone is composed of more than fifty thousand stockholders who have invested upon their belief in its solidarity.

There are 3,204,442 persons, according to the latest figures, who are directly employed in this industry, and there are an additional 241,200 indirectly so employed. When the American people have tested a principle or a product and have found it sound, there is in them a strain of steadfastness in adhering to it that is the keynote of American accomplishment.

The world has never witnessed so rapid a growth of any means of transportation as it has witnessed in the motor car. The growth has been revolutionary in its suddenness; and it has been revolutionary in its social and economic results. And we are just beginning to realize what these results are.

Yet so fundamentally sound is the use of motor car transportation that the most alert, progressive and substantial business of the country have been attracted to automobile manufacture and distribution. The results of putting the world on wheels are already so apparent that, in addition to to-day's healthy condition of this industry, an even brighter future is assured beyond peradventure.

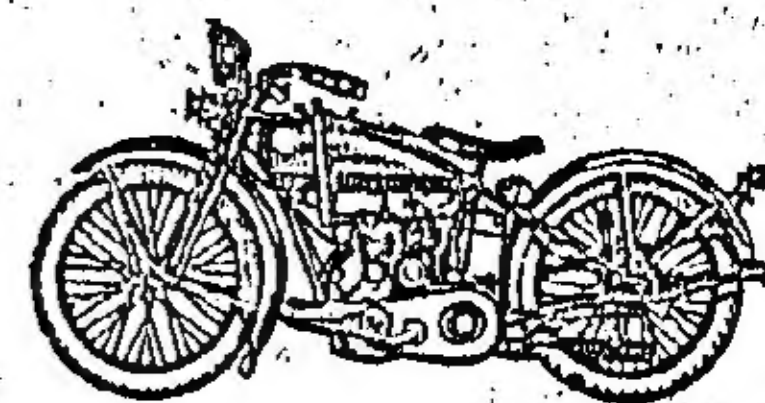
What has happened in the United States, exemplifies what this vehicle can accomplish in its world-wide influence. Here, in this country, while railroads have actually benefited by the auto-

mobile industry, we have seen a shifting of a tremendous volume of passenger travel and of freight to the motor car. Most of the big movements of population here during the past 15 years are attributable to its use. Californians are placed "just around the corner" from their Eastern cousins. The great chain of national parks have become known to countless thousands as never before. Without the motor car the flood of humanity to Florida would have been impossible. Since its use has become general here, provincialism has become a practical impossibility. Our frontiers have vanished. Mutual understanding, with its resultant cooperation in business and civic activities, has come as a natural sequence.

In the light of what the motor car has accomplished in our own unified nation, it seems that its benefits will be even more clearly felt on continents where there are the greater barriers of differing nationalities, races and languages. Where there is mutual understanding, hatred dies and cooperation takes its place.

This fundamental soundness has attracted to the distribution of motor cars the highest type of business men in communities throughout the country. In the Cadillac organization, with which I am so closely associated, I have made first-hand observation of the high and substantial character of the men who are distributing the cars. Many of them started with the company in the earliest days. The distributor who sold the first Cadillac car is still a Cadillac distributor. Many others date their association back for fifteen or twenty years. They have prospered in the business and are leaders in their communities. Most of them are active either in Rotary or Kiwanis Clubs, Boards of Commerce or other civic organizations or activities. This is true in the East, the South, the Central and Midwestern States and in the West.

Throughout its 24 years of business Cadillac has had the same definite goal. It has always produced a quality car and the only change it has made has been to intensify its purpose. That continuity of purpose and ideal has naturally attracted and held the most substantial and stable business men of the highest standing.



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts—

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Mobiloil

Make the chart your guide

DISTINGUISHED BY ILLUSTRIOUS PATRONAGE.

The high position of Gargoyle Mobiloil has been achieved through close association with a long line of distinguished motorcar manufacturers.

For more than a generation leading motorcar manufacturers have taken Gargoyle Mobiloil into their lives and naturally Gargoyle Mobiloil has long been known as the lubricating oil of eminence.

The name—Gargoyle Mobiloil—is a mellow name, aged in memories that run back to childhood days of those who now are motorcar owners.

And great as was the Mobiloil of the elder days, its lustre is now being dimmed in the glory of a Correct Grade for every known make of motorcar engine.

The Correct Grade of Gargoyle Mobiloil, as recommended by our Board of Automotive Engineers, is the supreme combination of all that can be desired in a lubricating oil. In all the world there is no finer lubricating oil.

VACUUM OIL CO.

The industry as a whole is to-day remarkably sound and, with a bright future of service ahead of it, the business is on a bed-rock foundation. As time goes on, its service to the public will be more and more carried on by only the most substantial and stable business men in every community.

Under the patronage of the King of Italy, and with Signor Mussolini as Chairman of the Committee of Honour, the Fifth International Road Congress, is being held in September next, in Milan and Rome. All the nations have been invited by the Italian Ministry of Foreign Affairs to participate.

FIAT 509

10 H. P. - 2 SEATER
Equipped with
Ballon Tyres
34 MILES per GALLON

Demonstration Model
for Sale

Price \$1850.00

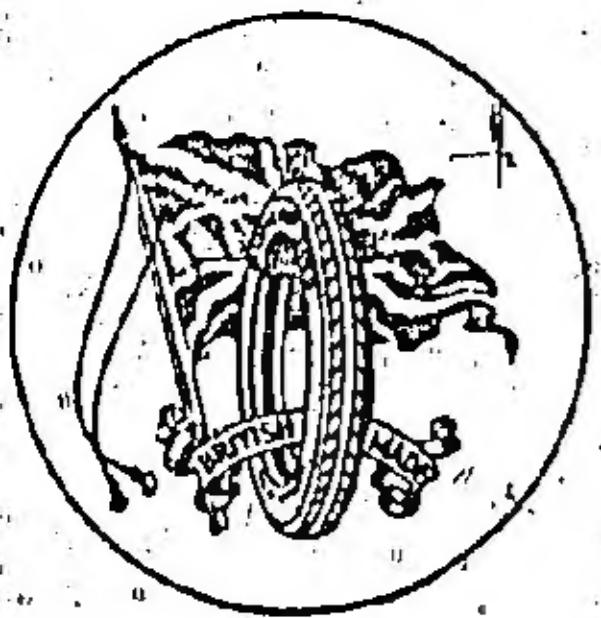
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That
Good
Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China),
Limited.
Bank of China Building.



'MADE IN ENGLAND'

We put these words on

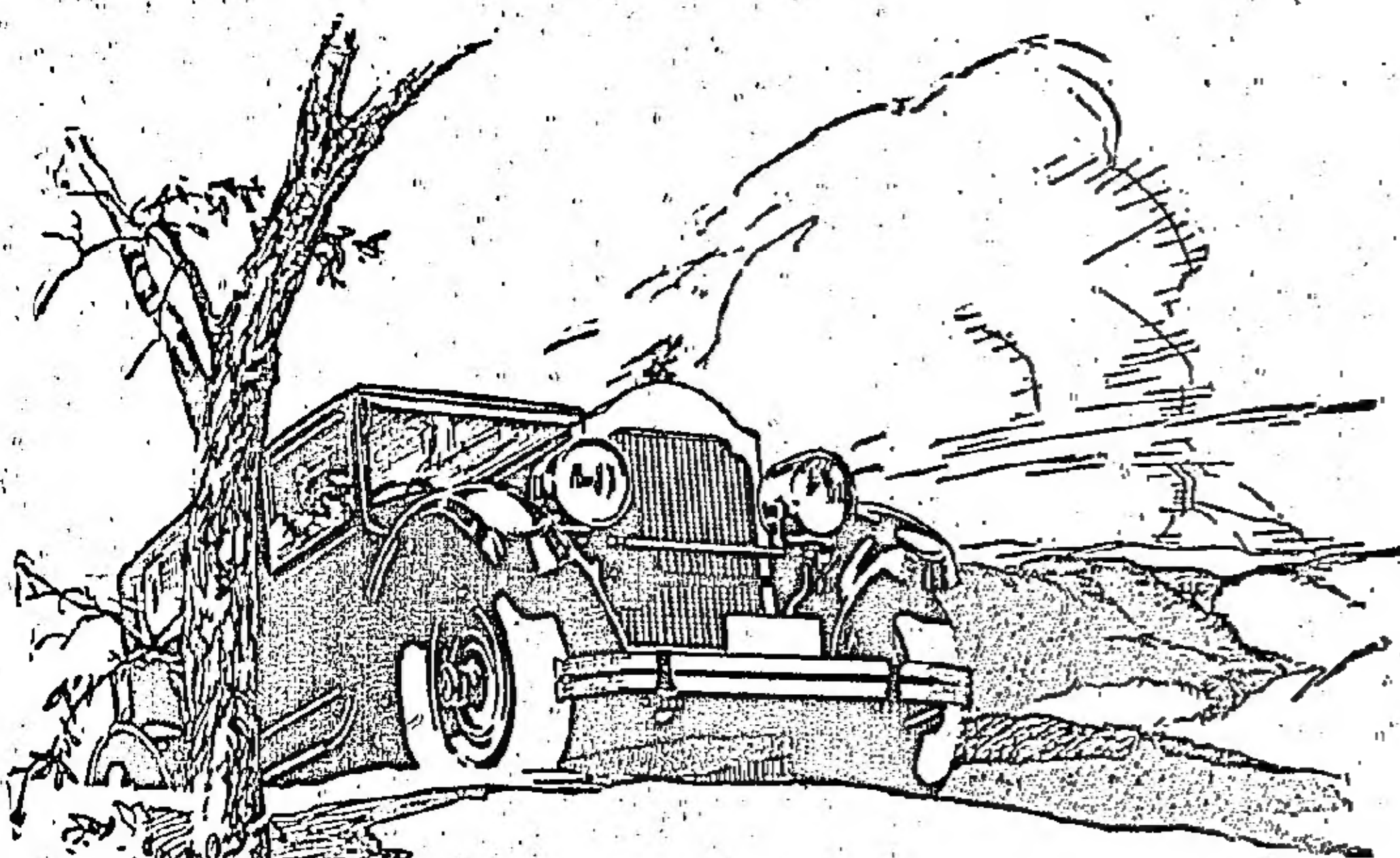
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for your protection.

They are made at Fort Dunlop, Birmingham,
and they are recognised to-day as the
Standard by which all Tyres are judged.

Local Distributors:
Hongkong Hotel Garage.
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Local Branch Office:
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Tel. C. 4554.



PACKARD

"REPUTATION is never earned
—it is always being earned."

A champion must at all times be
ready to defend his title.

Each year come new contenders.

Reputation arises only from re-
peated victory.

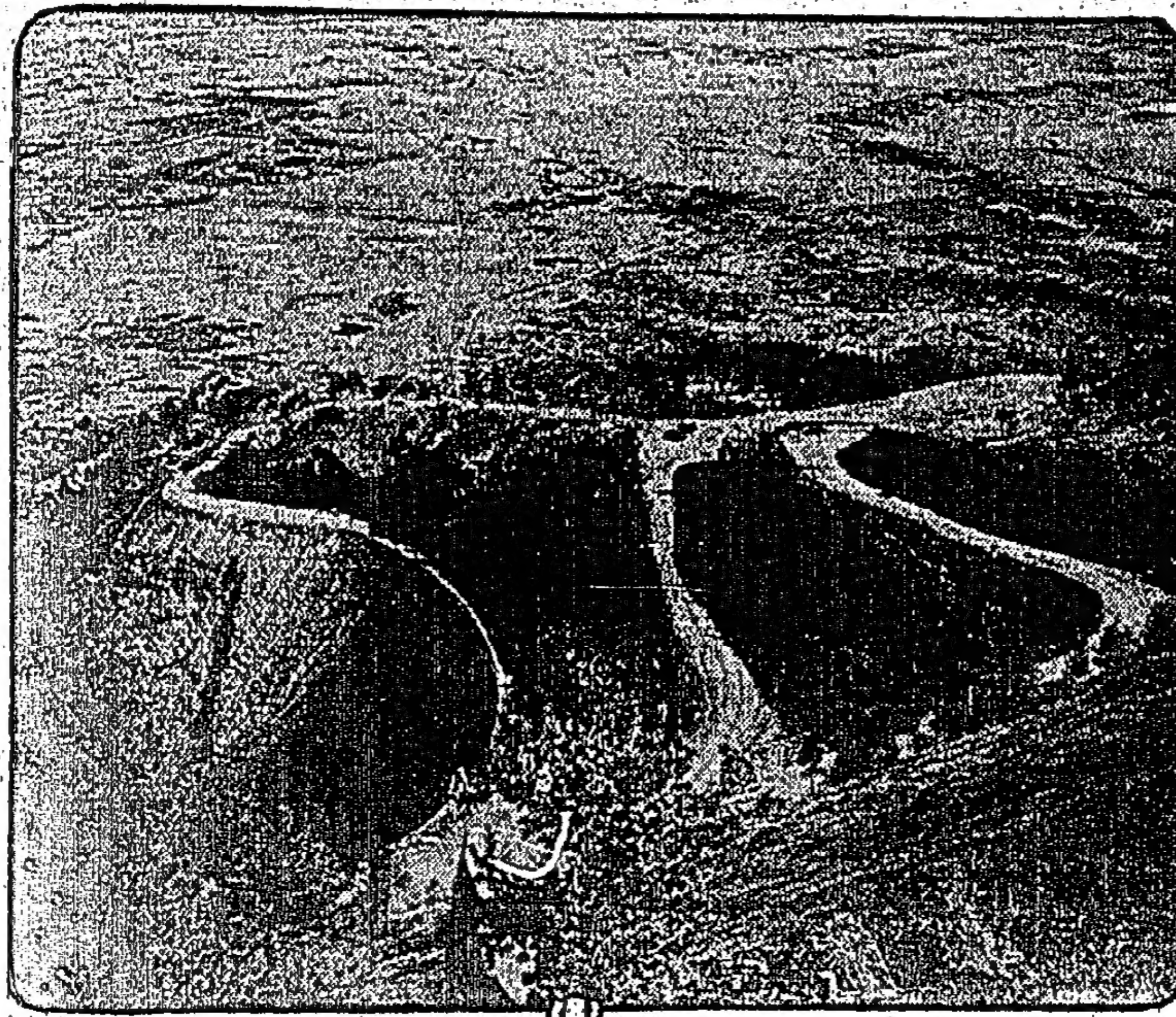
Through the vicissitudes of twenty-five years of quality car manufacturing, Packard has emerged again and again acknowledged leader of its class.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

A SCENIC ROADWAY.



Good roads have opened up the scenic attractions of Colorado. The above picture gives a striking view of a Colorado highway, winding its way up a mountainside and overlooking vast prairie land.

BODY DESIGN CHANGING.

WOOD BEING REPLACED BY STEEL.

The automobile industry is rapidly discarding the last vestige of its "horse and carriage" inheritance.

Since the first buggy was equipped with a gasoline motor, carriage builders' methods have directed body construction. The contour has, of course, changed radically since those early days. But in many cases bodies are still built around a wooden frame, over which is placed a thin sheet of metal, a compromise between the carriage and the modern motor car.

The modern trend is discussed by Mr. J. B. Edwards, writing in the *Automobile Digest*, who said

that automobile designers all over the world are dissatisfied with composite wood construction and are following new paths.

"Designers," he said, "are dissatisfied with the old combination of wood and metal bodies. In their quest for a suitable one, they have taken opposite paths, one (the European group of designers) to a body of wood with a cloth covering that is flexible in every part, and the other (the American designers) to a steel body designed to remain inflexible. Which will become the final type, time will tell, but the less freakish, all-metal body would seem to have the superior handicap."

Of the steel body, he said: "Due to the greater strength of steel, much less of this material need be used. Moreover, steel is a more tractable material than wood, and it can be formed into sections that provide even greater strength for the amount of material used than is apparent from the relative strengths of steel and wood. A pillar or beam can be constructed of steel that will not only be stronger than a similar one of wood, but also lighter."

"Thus bodies may be built with steel framing that are both stronger and lighter than similar bodies built upon a foundation of wood. This feature not only makes possible a lighter and stronger body, but also allows many of the body parts to be made smaller, providing more room inside the body with the same outside dimensions."

"The pillars between the doors in closed bodies, and between the doors and the windshield, may also be made smaller, allowing clearer vision. More than one accident has occurred because a portion of the road was concealed from the driver by a wide strip of body between the front door and the windshield."

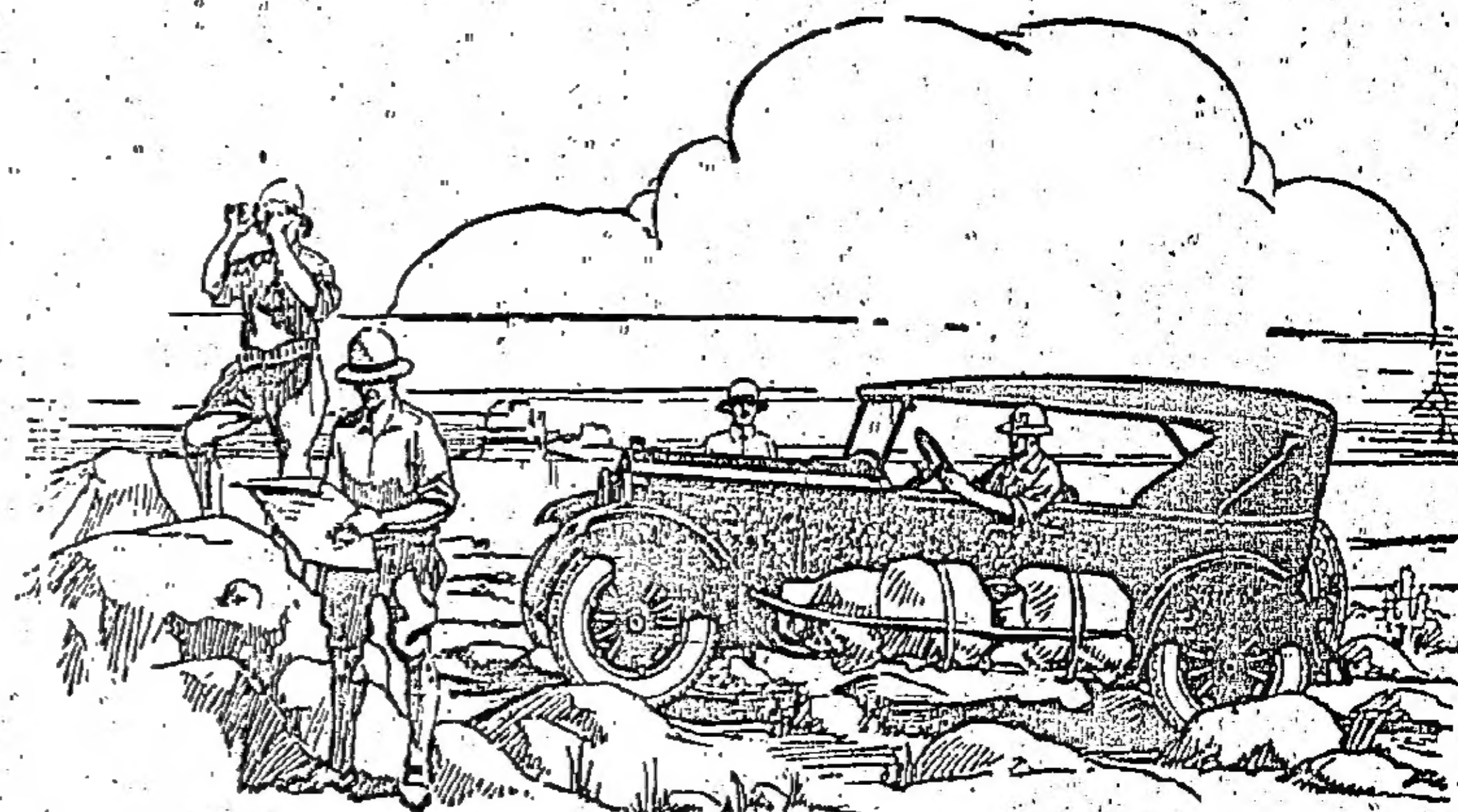
"It is in the frame joints, however, that the biggest advantage in the all-metal frame is to be had. With metal these joints may be riveted or welded together, making the several parts as firm as if they were actually of one piece. There are no screws to loosen under repeated strains and twists or from swelling and shrinking of the wood under seasonal changes."

"From the standpoint of safety, the steel body leaves little to be desired. The principal reason for the modern all-steel railroad coach is the safety to passengers it affords in case of a wreck. There is no reason why the all-steel automobile body should not furnish a proportionate amount of safety in case of an automobile accident, particularly cases involving a turnover of a closed body job. A modern all-steel body has sufficient strength to support its chassis in practically any type of turnover, excepting, of course, a drop down over the side of a precipice, and even in such a case it should furnish more protection than a body whose principal framing is of wood."

"That the degree of safety found only in all-steel construction is

influencing sales in the automobile field to a marked degree, is evidenced by the enormous production of those manufacturers, who are standardizing on this type of body."

Dodge Brothers, Inc., for example, who use only the all-steel body, are enjoying the greatest volume of business in their history. They were first to break entirely away from the time-worn wood or composite bodies and enter the field of thoroughly modernized construction—the all-steel construction.



Explorers Use This Car Because It Is Dependable

Pioneers and explorers, whose lives depend upon the reliability of the transportation they use, employ Dodge Brothers Motor Cars almost exclusively.

Stefansson used Dodge Brothers Cars through the uncharted deserts of Central Australia. Dr. Roy Chapman Andrews, on three different occasions, penetrated the innermost wastes of Mongolia in a Dodge Brothers Car.

The car's dependability is proverbial; and its exceptional riding comfort permits long travel over bad roads without fatigue.

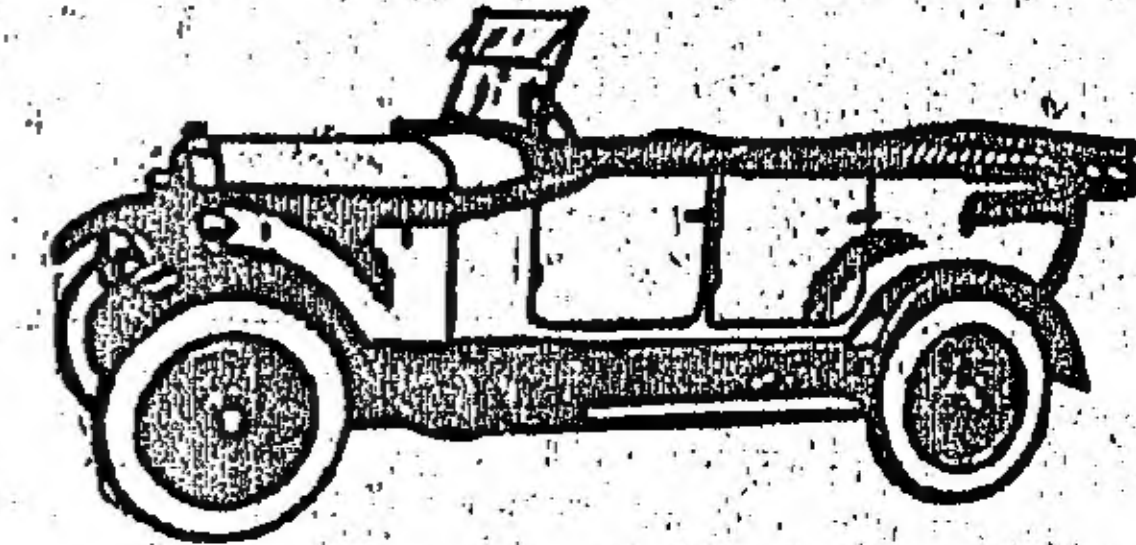
DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS MOTOR CARS

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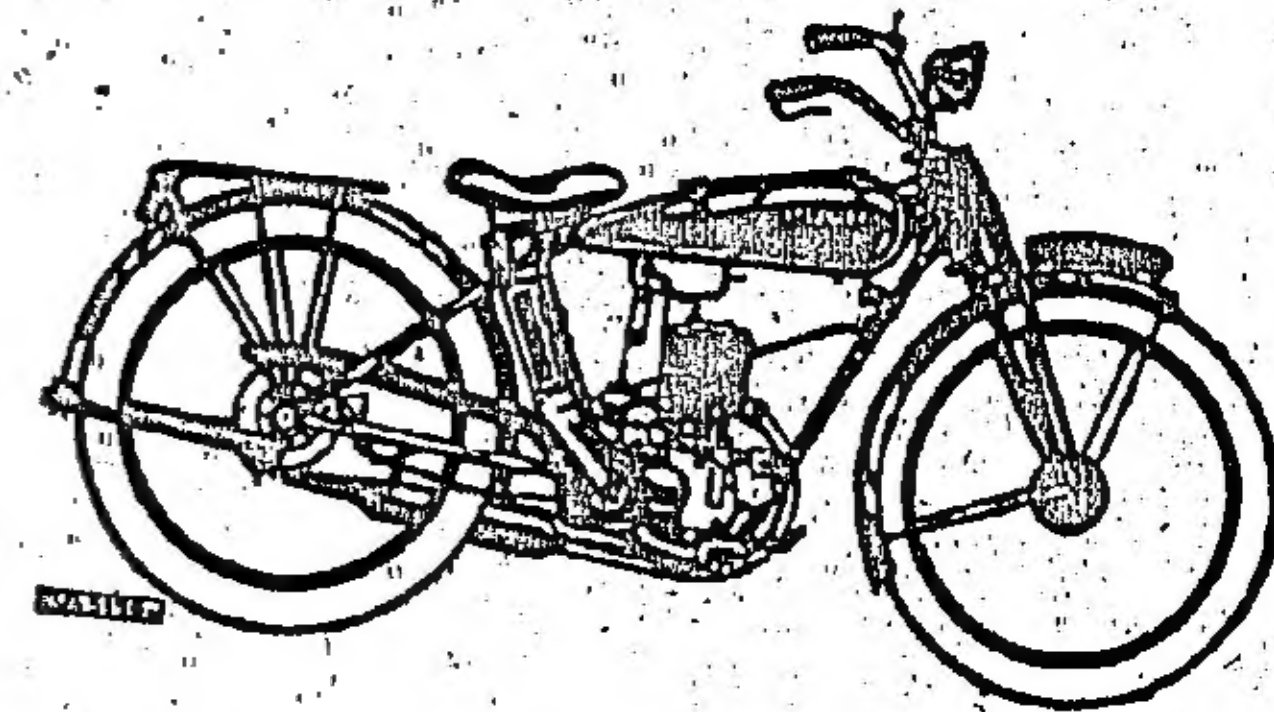


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\$2265.00.

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3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

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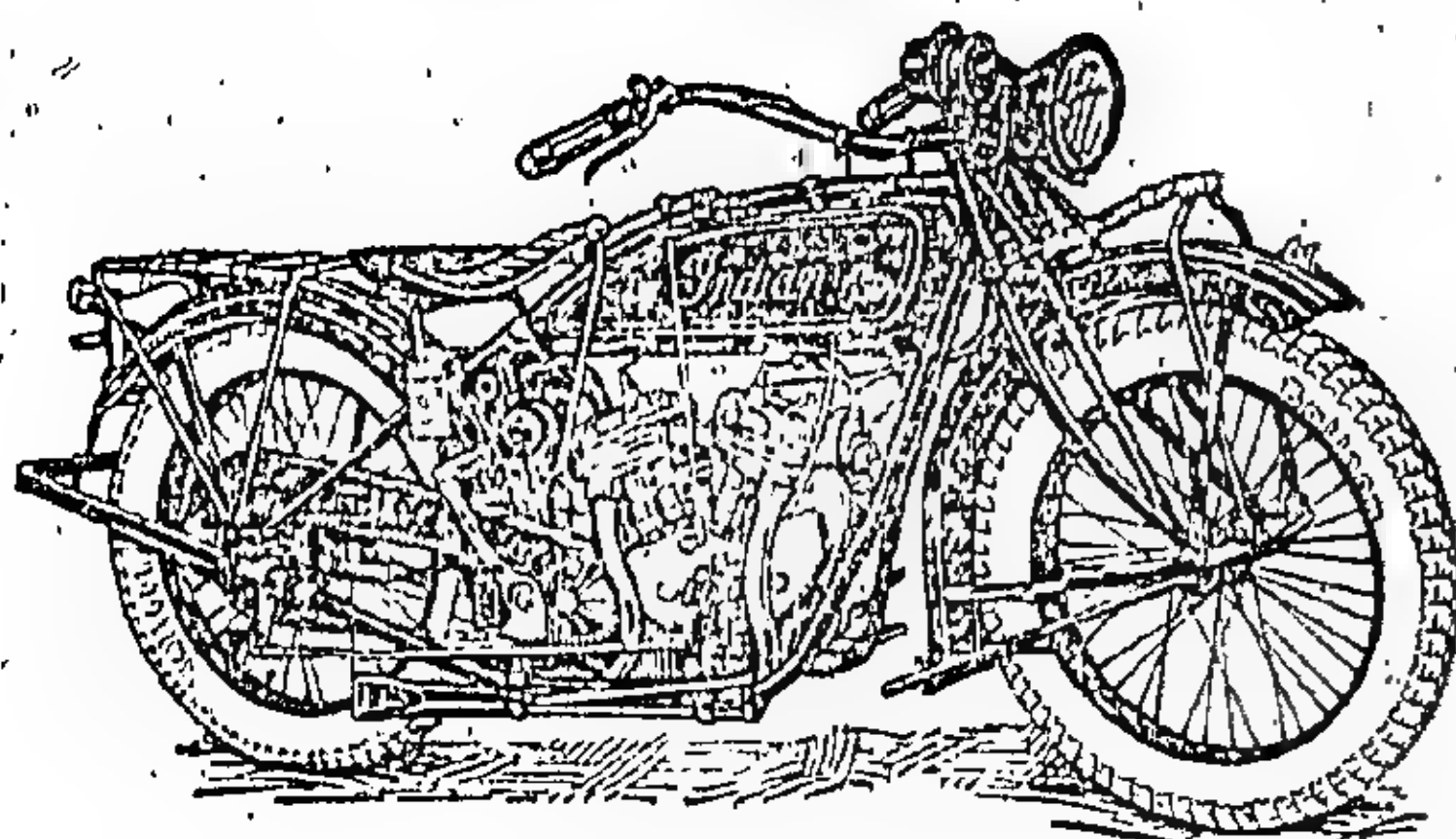
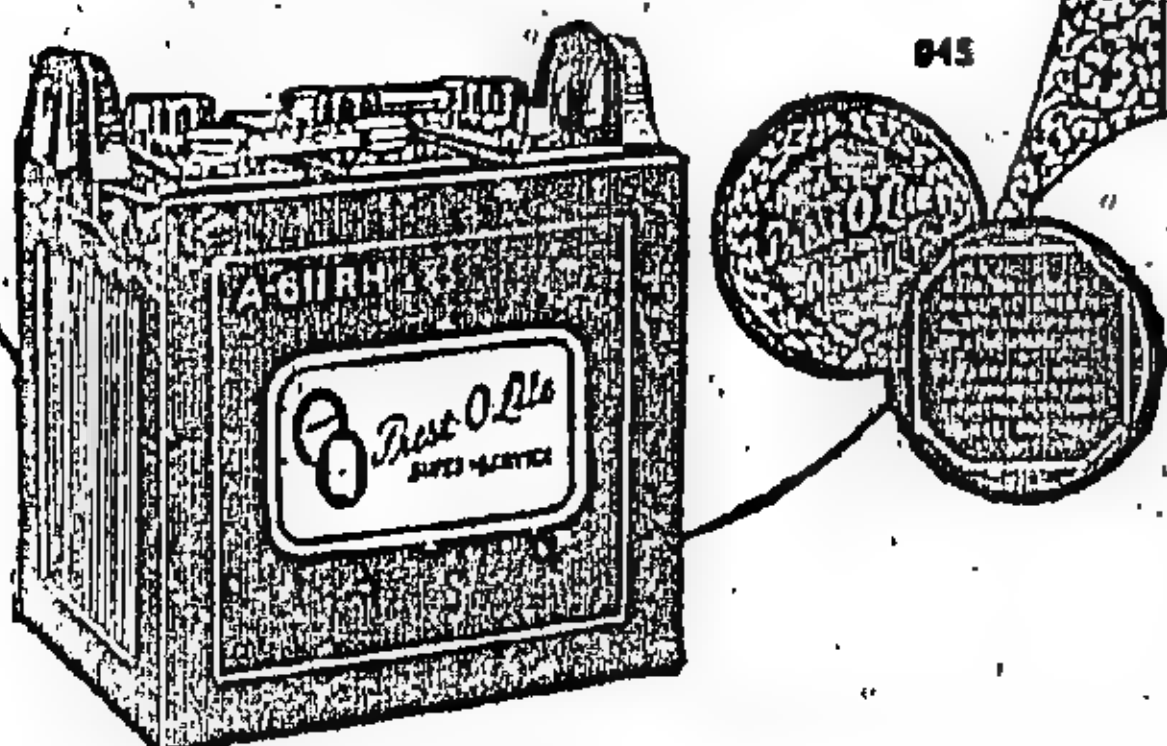
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PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

THE HONGKONG HOTEL GARAGE,
Show Rooms and Sales—25,
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Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

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Bank of China Building, and 1A, Chater Road.

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Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

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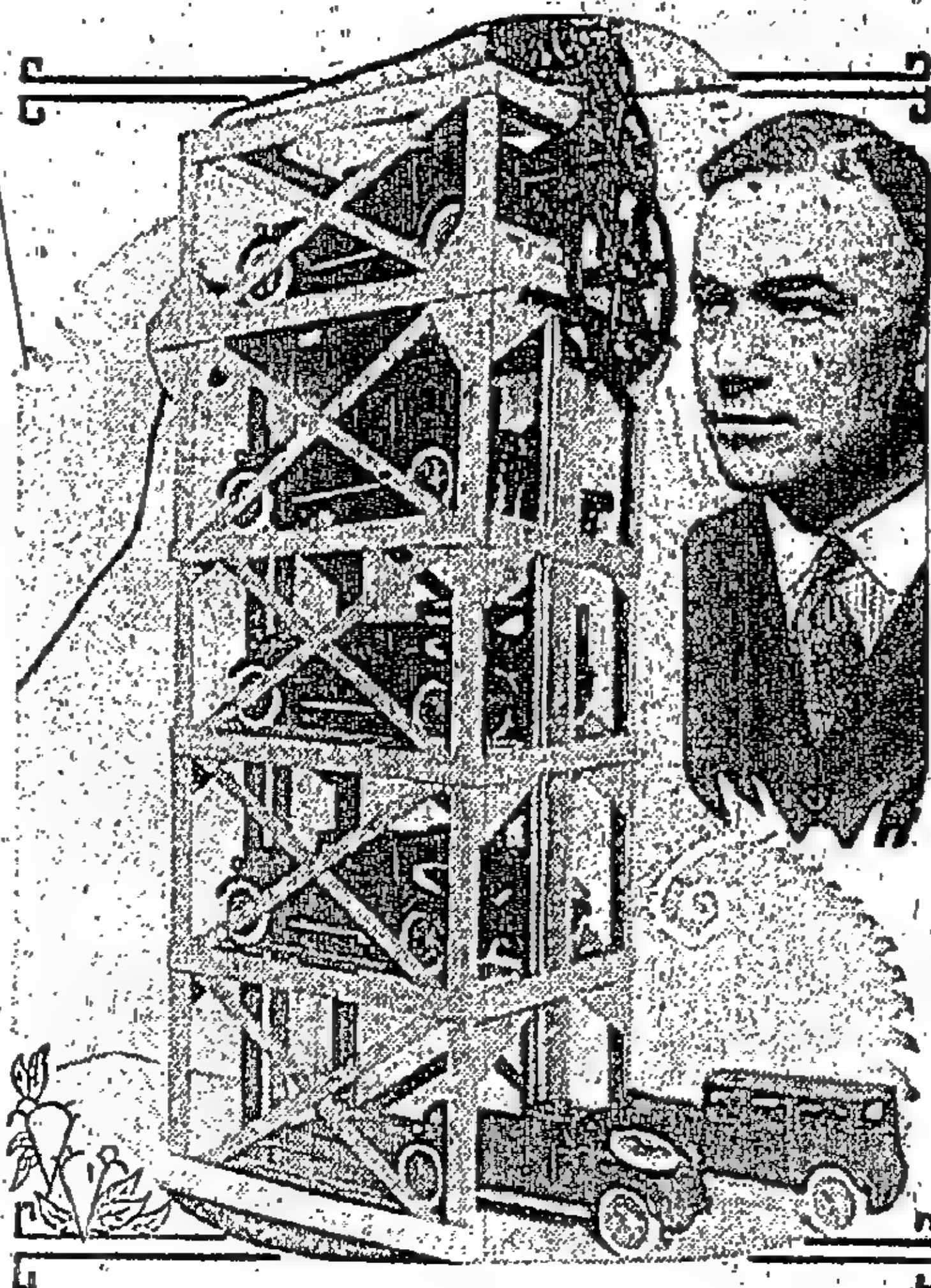
Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

A PARKING MACHINE



This is the general view of a single unit of a novel parking machine as worked out by Mr. James E. Morton.

MOTORING TRADE BAN.

NO ROAD COMPETITIONS.

A bombshell has been cast into the ranks of sporting motorists by the passing of a trade ban on practically all the good competitions which form the usual summer programme. The power behind this ban depends almost entirely on a bond, which traders are compelled to sign if they wish to stage their manufactures at the annual Olympia Show. It is too early yet to forecast the precise effects of the ban. It will infallibly prevent the factories from being represented by their own staff and their own cars and cycles in such events. The embargo may conceivably be outflanked by various wiles. Resolute concerns may contrive to camouflage their entries. But it is more probable that there will be a great slump in road trials of all kinds. The speed-hillclimb killed last season by the foolhardiness of the general public, which displayed alarming suicidal tendencies. The more sedate reliability trial, apart from simple club members' events, may soon be equally dead.

The general public has no special cause to mourn the decrease of such sport. Long processions of brilliantly lighted and rather noisy cars and cycles threaded certain districts at brief intervals throughout the summer, and were, frankly, a rather intolerable nuisance to roadside residents. In extreme cases such queues, contained nearly a thousand people, choked thirty miles of road, and might rattle and glitter under bedroom windows from 11 a.m. to 4 a.m. There was precious little sport about many of the affairs. The drivers were often heavily subsidised, the vehicles were by no means always standard, and alleged duplicates, bought through the ordinary channels, were not necessarily capable of similar feats. The entire cost of this quite expensive form of advertising was finally borne by the ordinary purchaser. The task set the competitors was either so simple that it formed no real test of the cars' abilities; or, alternatively, so freakish that even with a superb driver at the helm, victory depended on a fluke or on the meticulous accuracy with which a passenger synchronised the watch and the speedometer. In the past such trials unquestionably served a most useful purpose. They winnowed the wheat from the chaff, they developed driving skill, and they gave the ignorant buyer a chance to watch all the best cars performing under distinct difficulties.

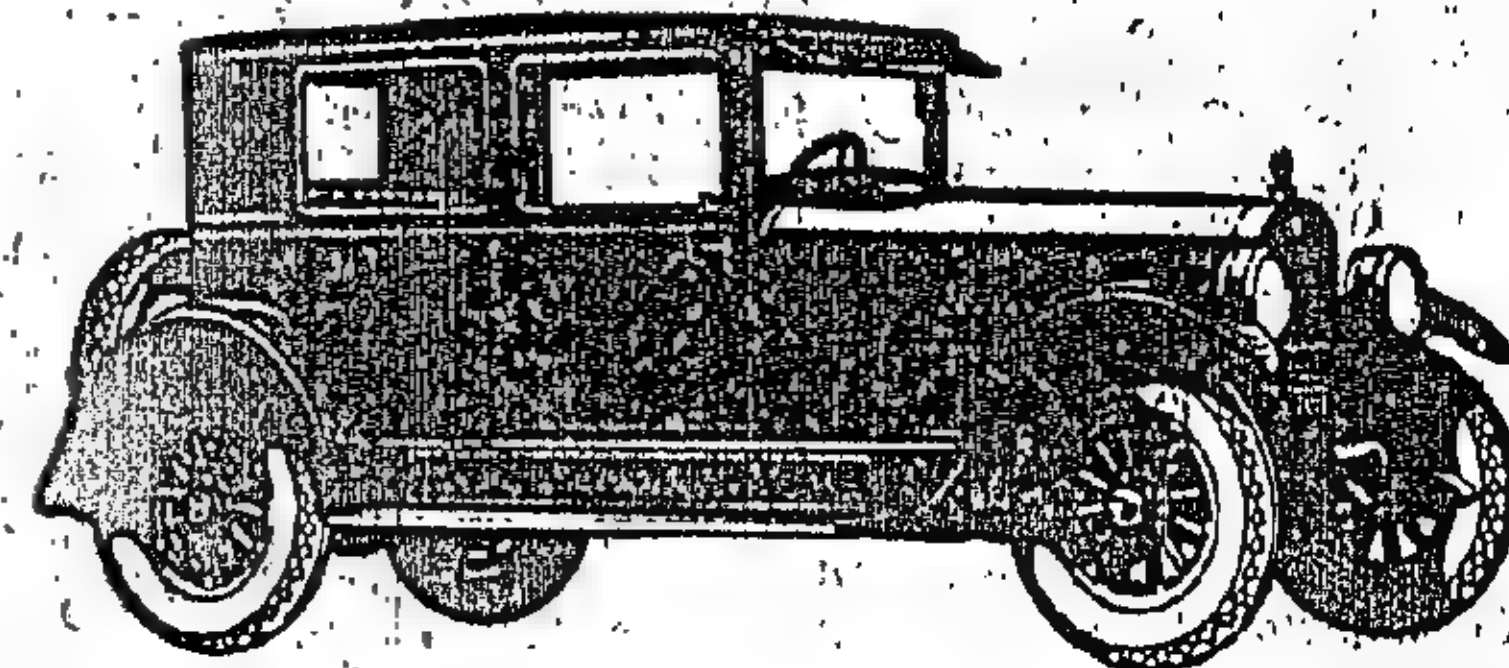
Nobody seems to have considered one possible evil consequence of the ban. Some years ago the citizens of a certain town became seriously alarmed about the moral condition of their streets after dark. A vigilance committee was appointed, got into touch with the police authorities, and contrived to banish all the professional women from their area. They

congratulated each other, and relaxed. The various social workers presently reported a vast alarming increase in seduction cases. Similarly, these public trials have formed a safety-valve for the licentious instincts of sporting motorists. Theoretically, of course, they have been run at legal limit; but in sober fact, as everybody knows, the timing points have been few and far between, and a good deal of riotous speed has been permitted. Apart from such sheer speed, the effort of steering over vile colonial tracks and of climbing abominable precipices has taken a great deal of ginger out of the younger and more excitable drivers. If no such safety-valve is provided this summer, the public will undoubtedly pay the penalty. Young blood will not easily be starved of its excitement. There is only one motor race track in this country as yet; the skill of its devotees is so phenomenal, and the expense of frequenting it so immense, that even the undergraduate type of motoring blood cannot afford to use it at all freely. Robbed of the accustomed road frolics, our younger motorists are likely to prove extremely exuberant; we must hope that the local clubs will be clever enough to organise some blowing-off of steam for such owners.

Apart from this risk, the ban is by no means overdue. Two at least of the popular small cars have achieved gigantic sales without any assistance from this rather dishonest form of advertising. Just at present certain financiers hope to revolutionise the cheap car market with the aid of an Austrian inventor, whose design apparently lends itself to the production of a really commodious car of good performance at no more than £100. Price reduction is essential to motoring for the million, and the factory which aspires to turning out a thousand cars a week cannot afford to subsidise pseudo-amateurs to tour the British Isles for six months of every year at its expense. It must trust to the good word of one customer to earn it another customer. Nevertheless, it is a grave blunder to imagine that the sporting instincts of young England can be suppressed to order. A safety-valve must be found. We should not be surprised to see several provincial motordromes opened, and it is conceivable that some derelict estate will be converted into a road-racing arena, and leased out to the clubs at week-ends—R. E. Davidson in *New Statesman*.

BUS LAWS VARY.

The large amount of variation in bus requirements regulated by state laws has done considerable to make this form of transportation expensive. The laws regulate the use and also the construction of the bus. This lack of uniformity repeatedly causes more expensive installation and maintenance.



HUDSON

In ten years of value leadership, Hudson Super-Six performance, quality and price advantage have never been so outstanding as today.

The Coach has long been acknowledged the "World's Greatest Buy", because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivalled position among luxurious cars. They have all the distinction of finest custom built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Turing... ..\$1,995

Special Essex Coach... ..\$2,145

Special Hudson Turing... ..\$2,995

Special Hudson Coach... ..\$3,195

Special Hudson Brougham... ..\$3,595

Special Hudson Sedan... ..\$3,995

These cars may be purchased for a low first payment and convenient terms on balance.

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

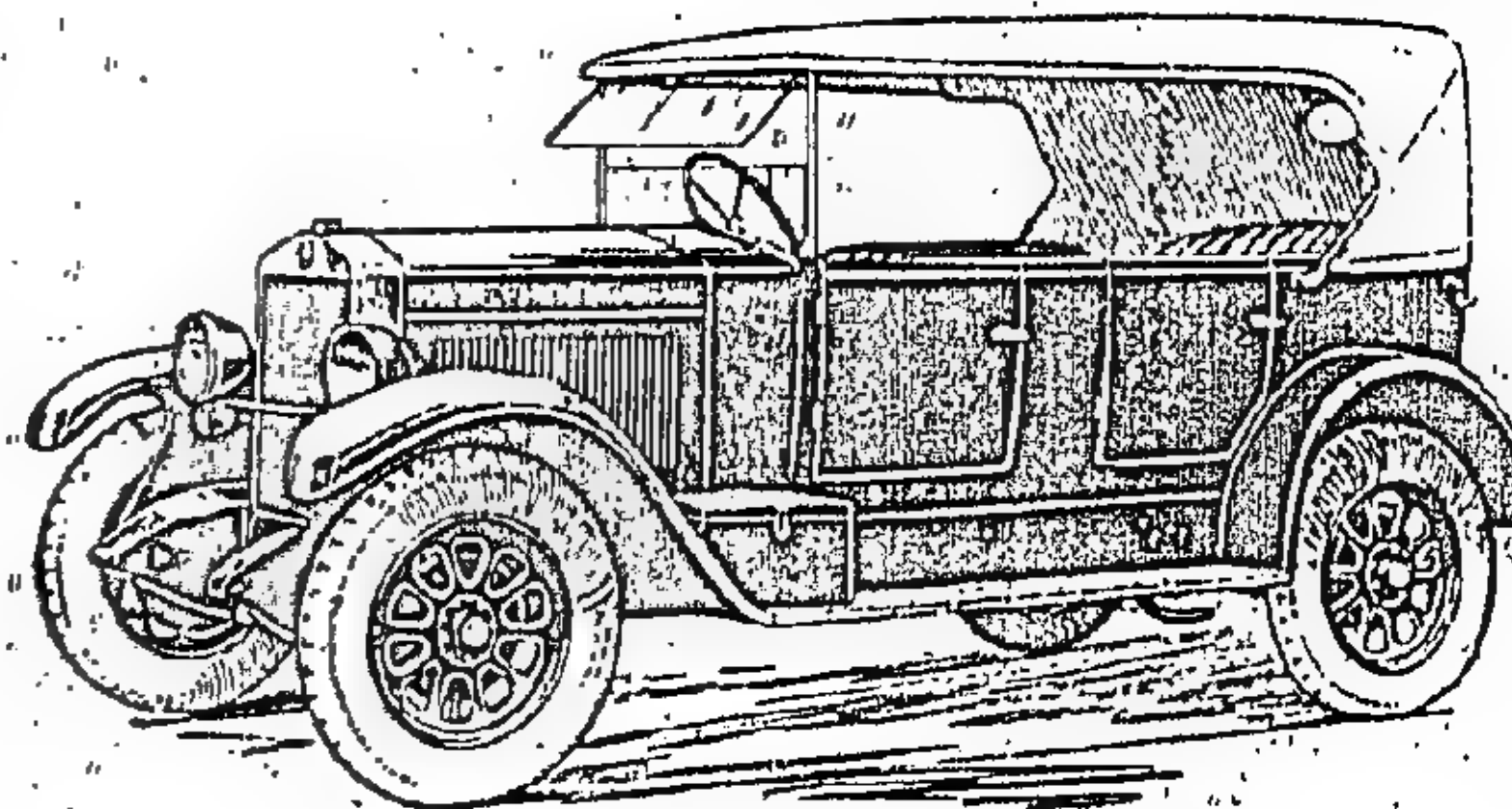
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MODEL 503

SIX
MONTHS
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15/30 HORSE POWER

Prices—5 seater "Torpedo de Luxe" ...	H\$8150.00
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2 " " "De Luxe" ...	H\$8000.00
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A CAR DE LUXE

Metall Frame Body, Balloon Tyres

FIRST SHIPMENT SOLD OUT. SECOND ARRIVING SHORTLY.
SPARE PARTS CARRIED

For particulars apply to the Sole Agents:—

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WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

CITROEN—1926 Model All Steel Citroen, fitted with Speedometer, Eightday Clock, 2 Electric Horns, Four Wheel Brakes, 5 Complete Wheels fitted with Balloon Tyres, all-Weather equipment, further particulars apply P. O. Box 285.

DODGE—Touring, 5 passenger, 1926 Model, "Dodge" car, for \$2,100. Perfectly new and in splendid condition. It is a private car driven by the owner. Mileage about 400. Owner wants to buy a smaller car. Will not consider offers. Apply Antonio F. Batalha—Expedients Sinico—Macau.

HUDSON SUPER-SIX (No. 573206) Latest Model 7-passenger Touring. Low mileage. Owner driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

NEW RALEIGH solos fitting lights, lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

MORRIS COWLEY—11.9 h.p. 2 seater Roadster with dicky, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

PACKARD SIX—Condition in every way as new. Five perfect tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. Off view at Dragon Garage, Happy Valley.

BUICK—6-cylinder 7-passenger, Buick Touring No. 155 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

HUDSON—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on new wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

BUYERS' GUIDE

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AUSTIN—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Rd. C.4759.

AUBURN—Universal Auto Supply Co., Asiatic Bldg. C.4915.

BUICK—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C.1036.

CADILLAC—Hongkong Hotel Garage, Queen's Road. C.4759.

DODGE BROS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

ESSEX—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C.1247.

FORD—Andrew Harper, 6 Queen's Road. C.4895.

G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290.

ROAD, Happy Valley. C.1247.

HUDSON—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung LINCOLN—Andrew Harper, 6 Queen's Road. C.4895.

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PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

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B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

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HARLEY-DAVIDSON—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K.1242.

INDIAN—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

MATCHLESS—Hongkong Hotel Garage, Queen's Road. C.4759.

PUCH—Leyseeo China Co., Ltd., Bank of Canton Bldg. C.1221.

ROYAL ENFIELD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

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GOOD YEAR TYRES—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

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FRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road. C.4759.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WHAT GAS MILEAGE ARE YOU GETTING?

The next hundred-mile trip you take, wouldn't it be worth while to find out how much gas you used and the miles you travelled per gallon? This will give you a chance to compare the mileage you are actually securing with that which you should be getting. Perhaps you may find that your gasoline economy is as high as can be expected from the particular car you are driving, but on the contrary you may discover that your car is using far more fuel than it should and is thus proving unduly expensive to operate.

WHAT IS THE OTHER FELLOW'S CAR DOING?

How high gasoline mileage you should be securing can best be ascertained by inquiring of a number of other users of identical cars, as to their mileage per gallon, and by asking the local representative of your make of car, how many miles your car ought to be expected to do, on a gallon, on a 100 mile run under ordinary conditions. Some of the figures you thus get may be exaggerated or in error, but by considering only those from sources you feel are reliable, you will obtain a pretty accurate idea of what degree of fuel economy a car like yours ought to show.

APPROXIMATE FUEL ECONOMY OF DIFFERENT CAR TYPES.

Just as a hint as to the expected gas mileages of various cars of recent design, it may be said that mileages from 18 to 24 are attainable with four cylinder cars of moderate weight, mileages from 14 to 18 with sixes of ordinary weight and of 10 to 14 with eights. These figures are mere approximations and doubtless would prove incorrect for many makes and models but they represent what may be called "educated guesswork."

ACTING ON YOUR FINDINGS.

If you find that your car uses considerably more gas than you decide it should judging from the testimony of other users and from general considerations based upon the cylinder number of its engine, the car weight weather conditions and so forth it is up to you to find and remove the causes of its fuel losses, if you care anything about economy of operation.

WON'T RUN ON "MAG."

M. S. writes: When I switch the ignition of my Ford car from battery to magneto the engine stops, although when it is idling, it will, sometimes run for a time on mag although it misses and back fires. Do you think the magneto is weak and needs recharging?

Answer: Possibly it is weak but before getting new magnets or having the present ones recharged you had better examine the magneto switch contacts, and see that they are all right and also inspect the magneto contact, which is located on the flywheel housing. Dirt sometimes gets under this contact and interferes with the magneto current. This contact is got at by removing the screws which hold down the magneto binding post, when the contact can be lifted out and cleaned. If you find no imperfect contacts anywhere in the magneto circuit the inference is that the magnets must be weak.

BATTERY QUESTIONS.

C. H. B. asks: (1) What makes a storage battery cell short-circuit? (2) What should each cell have a voltmeter? (3) How is storage battery electrolyte made?

Answer: (1) Wearing through of the insulating separators, which allows contacts between the positive and negative plates or the collection in the bottom of the jar of "shed" active material from the plates to such a height that it touches the bottoms of the plates. (2) About 2.05 volts when fully charged, from 2.0 to 1.9 volts during the useful period of the discharge and 1.7 when it is practically discharged. With charging current flowing the voltage may rise to 2.6 volts. (3) By slowly adding concentrated, chemically pure sulphuric acid to distilled water to make a mixture of the desired acidity. To make electrolyte of 1300 gravity about 39 per cent. by weight of acid of 1.842 gravity is required.

GAS FEED IRREGULARITY.

L. McC. writes: When my car is standing headed downgrade, the engine idles quite fast with the throttle entirely closed and when it is running downhill, gas feeds fast, even when it is supposed to be shut off. This is a four-cylinder car, but I only get 12 m. p. h. with it. The carburetor has been inspected and adjusted carefully. Do you advise replacing it or what can you suggest?

Answer: Your carburetor is so constructed that the inclination of the car should make no difference in the fuel level and the amount of gasoline fed the engine. You had better not change it until all other possible causes of trouble have been eliminated. It looks as though you might be getting some fuel fed directly to the intake, from the vacuum tank, through the suction pipe. Remove the plug in the top of the vacuum tank, some time when the engine is idling abnormally fast, and see if the tank level is not altogether too high, so that gasoline can flow into the manifold through the suction pipe. If this proves to be the case, you may have a punctured float in the tank or something else may be wrong.

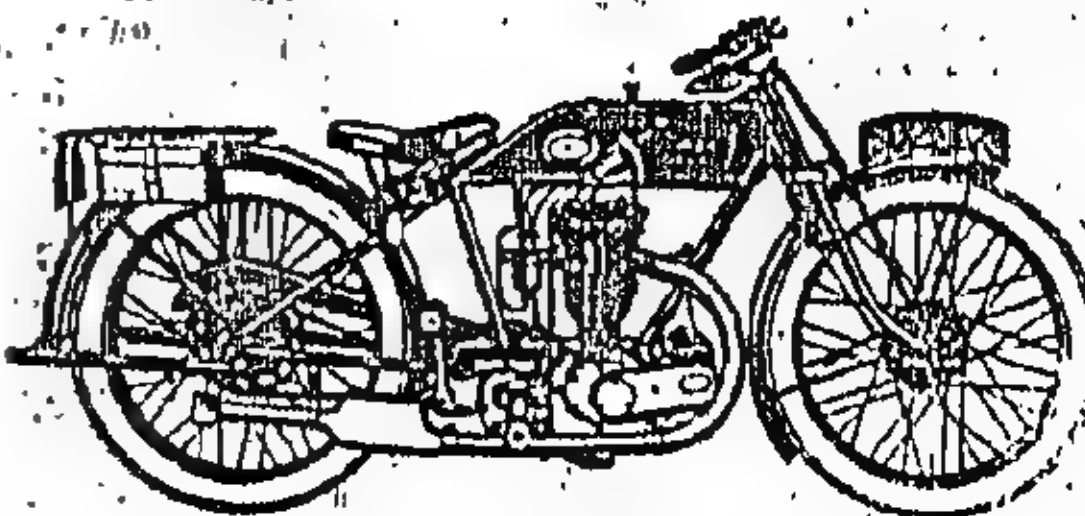
Of approximately 234,000 miles of roads in India, nearly 160,000 miles are unmetalled, and, therefore, not ideal for motor traffic, although definite action is being taken in bringing about improvement in this direction.

ACCIDENTS IN PENANG.

DISTURBERS OF THE TRAFFIC.

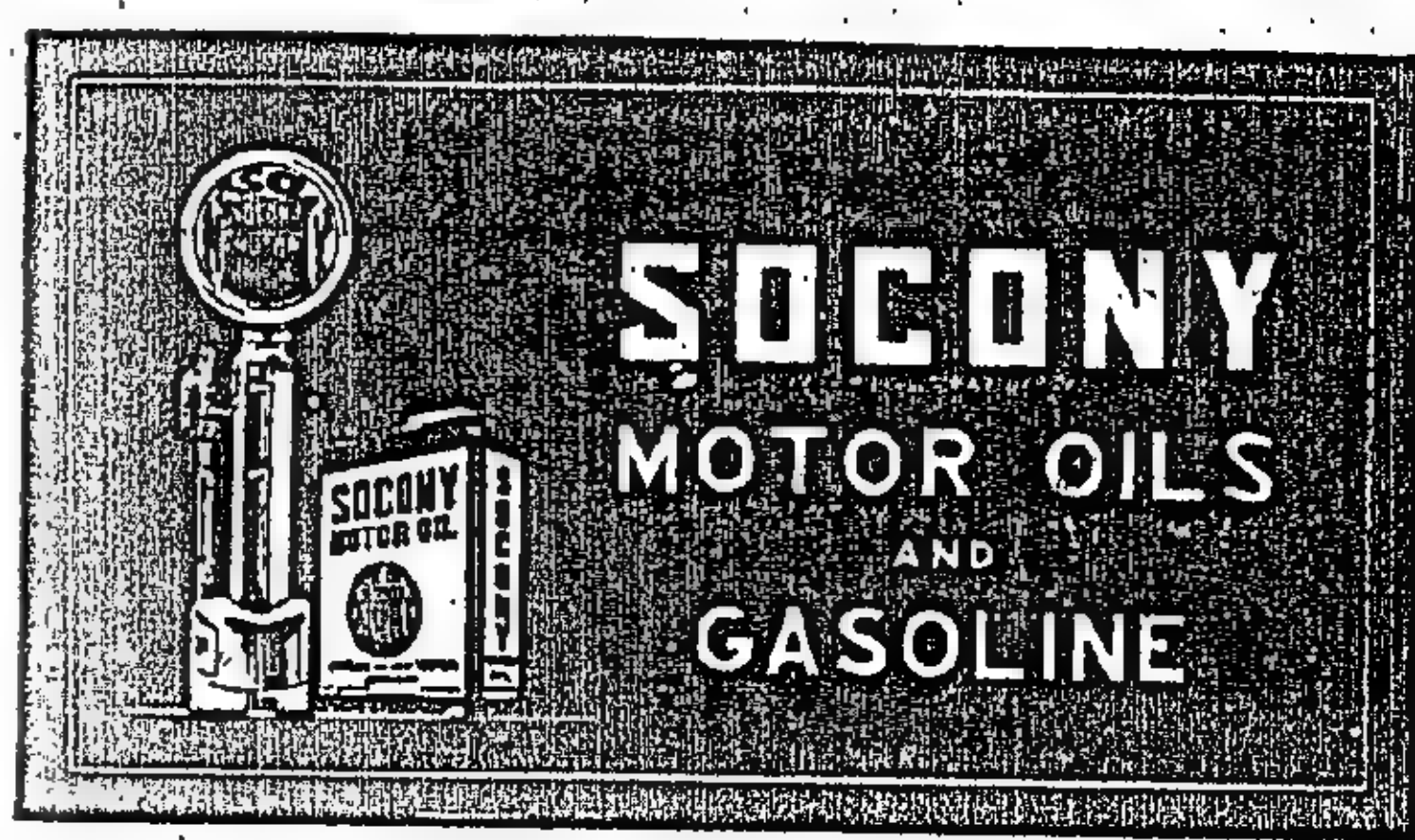
That the chapter of accidents in the main business streets of Penang is not longer, can be laid to the credit of the patience of those who make their way through the traffic during the busy hours. Sometimes the noises in the street outside the confusion of Babel, and the thoroughfares, are filled with darting, shouting, gesticulating Asiatics, frantically endeavouring to find a way out of the tangle. All manner of vehicles mixed up together in a bewildering muddle, their drivers furiously rating each other. Carts bump into carts, or the beasts drawing them come together in hopeless entanglement. One of the chief causes of the ever-increasing congestion of traffic is the hand cart. As a means of conveyance of goods these appear to be the most popular. The unfortunate creatures doomed to pull them, present a saddening picture, their muscles strained to the point of bursting, perspiration bathing their bodies, and their eyes almost popping out of their sockets from the demand upon their overtaxed strength. The people who hire these handcarts are responsible in most cases, for the congestion. It seems to be the custom to pile them with overwhelming loads of goods that would try the pulling powers of a horse, give the cart a shove to get it going, and then expect the impetus to carry the puller on in his progress through the streets. Naturally, under such conditions of congestion, the man is forced to come to a stand-still to await an opening through the traffic. Rows of these carts can be seen standing one behind the other (almost on top of one another) blocking the way of pedestrians and motorists alike. When they come to start again, the trouble begins. The abnormally heavy loads resist all their attempts to get under way. Goods come tumbling down, the pullers strain and tug and groan, curses re-echo, and unless some kindly-disposed on-looker comes to the rescue and starts them off with another shove, they would probably be compelled to remain in stationary position. This problem of congestion is becoming more and more of a menace, due mainly to the hand-cart question, and the authorities should take the matter in hand by regulating the weight of loads to be carried.—Straits Echo

A. J. S. Motor Cycles



Stock Carried.

ALEX. ROSS CO. (CHINA), LTD.
Bank of China Building and 1A, Chater Road.



CHINA UNDERWRITERS, LIMITED.

FOR ALL CLASSES OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C. 1121-2

The new MICHELIN "COMFORT" low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for MICHELIN "COMFORTS."

Authorized Michelin Agents,
J. GIBBS & CO.
BANK OF CANTON BUILDING
FIRST FLOOR.
Phone C. 704 and C. 4532.

POWERS OF NATURE

Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

The Spirit of the Age

A Product of Nature

SHELL

MOTOR SPIRIT

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF THE SPECIAL COLONIAL MODEL BY ARRANGEMENT WITH THE HONGKONG

AND—

KOWLOON TAXI CAB Co., Ltd.

—TEL. C. 1036—

33-35 Des Voeux Road, HONGKONG.

Could You

Save It?

If your car caught fire, could you save it?

Allow the

CAN BEC

Fire Extinguisher to solve the problem for you.



Weights only 6 lbs. and is the ideal form of protection for motor cars, motor boats etc.

Demonstration any time.

STOCKS CARRIED

— by —

SHEWAN TOMES & CO.

Tel. C. 731. Import Dept.

A HINT.



Paint the under side of your engine hood with aluminum paint. This will reduce the amount of heat coming from the engine and tending to mar the finish on the outside of the hood. Use aluminum paint, also, for the under side of the auto top to reduce the heat from the sun and reradiated into the car.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
5% Off Gasoline Bill
Free Legal Advice.
Free Mechanical Advice

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All Communications for Membership etc. to

MR. P. M. HODGSON,
Hon. Secretary,

Bank of China Building.

CHEAPER FUELS.

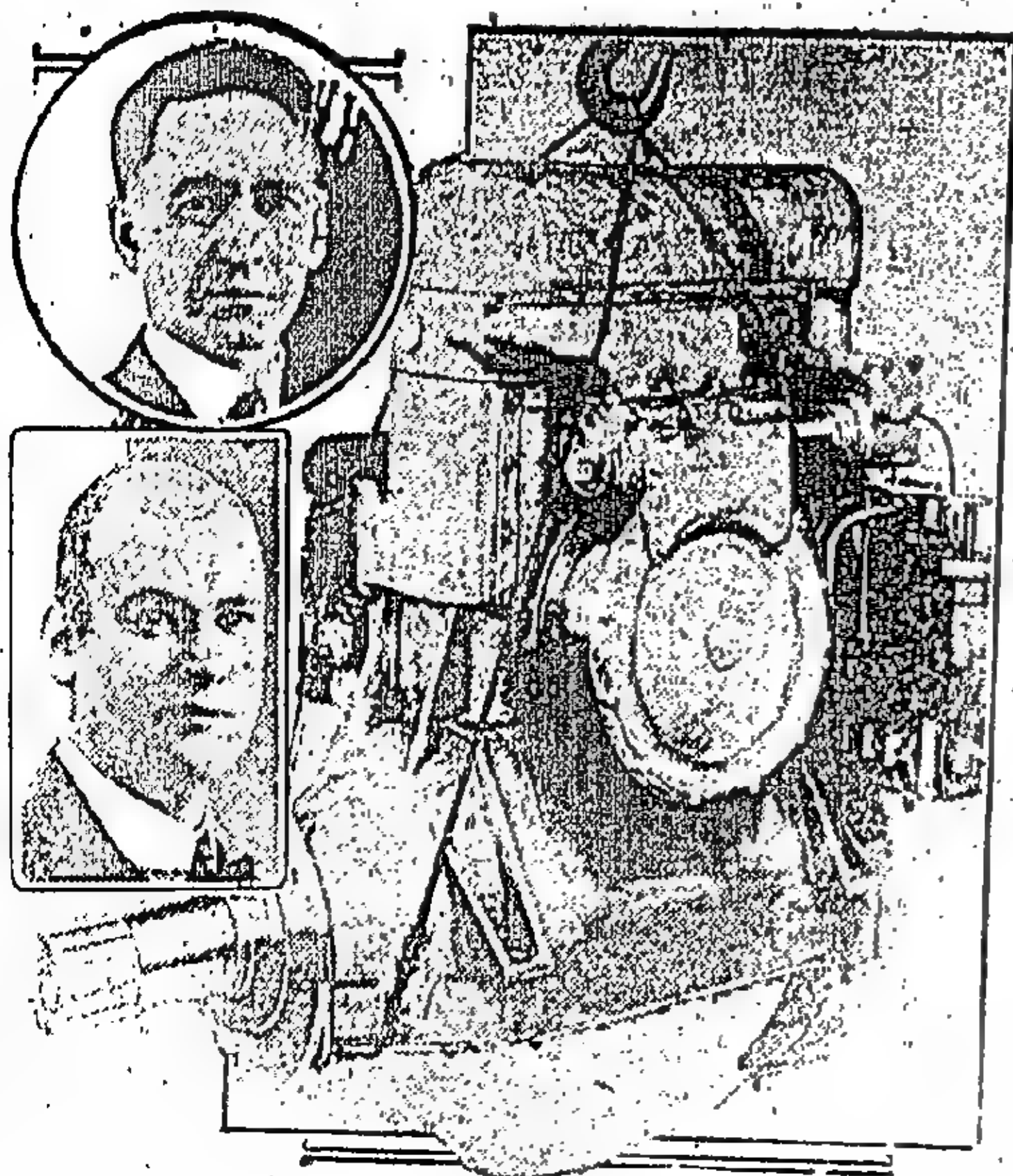
FRENCH ENDEAVOURS TO FIND A SUBSTITUTE.

The search for cheaper motor fuels continues with unabated vigour in France. Two new fuels are at present under official test at the laboratory of the Automobile Club de France, and at Moulthery track. The present experiments are rendered more interesting, as there is no particular mystery or secrecy about their composition. One of the fuels, known as "Tisoline," hails from Arras, and was used with success in the Circuit des Routes Pavées last autumn. The liquid, which is bright pink in colour, consists of a mixture of 58 per cent. commercial alcohol, with approximately 42 per cent. petrol. There is a third ingredient present in a very small proportion, which is some form of amylitic ether.

Whatever may be the nature of this particular ingredient, it appears to overcome certain disadvantages attached to the use of previous petrol-alcohol mixtures. The following points are claimed in favour of "Tisoline." Economy in actual fuel consumption (in volumetric capacity), reduction in cost of fuel, and great dissolving power. It is also capable of dissolving a number of impurities which are usually present in ordinary petrol and, at the same time, it does not carbon-up the cylinder heads.

So far as its use in France is concerned, "Tisoline" suffers from the fact that commercial alcohol is still a Government monopoly, and its production is so limited that not nearly enough of the

DIESEL TYPE MOTOR.



A Diesel type motor is being tried out by the U.S. Navy and is promised for passenger use. Inset are L. H. Morrison, and O. E. Jorgensen, diesel advocates.

liquid is available for the needs of motor users. The greatest point in favour of the new fuel appears to be the fact that it can be used in practically any existing engine without alteration to the carburettor.

The other new French fuel is known as "Gaulois." It has been

launched by a Lyons industrial concern of good repute, and a series of lengthy tests of the fuel have just been commenced at Moulthery under the control of the A.C.F. technical department. The new fuel is said to be obtained by the reaction of calcium carbide upon some heavy oil.

SAFETY!



Chicago is testing a new safety zone, illuminated at night by a myriad of small lights, through lenses set flush with the pavement. The markers are just as effective by day when the lenses stand out in sharp relief against the paving.

DISCUSS AUTO CHANGES.

Coming changes and improvements which may be incorporated in automobiles, trucks and motor coaches within the next few years will be discussed at the summer meeting of the Society of Automotive Engineers which will be held at French Lick Springs, Ind., from June 1 to 4.

Are you driving a second choice CAR?



Leadership to-day belongs to Buick because so many people make it their first choice

among all motor cars.

They have discovered that other cars, priced the same as Buick, are not even close to Buick in value.

Volume production enables Buick to give you a lot better car for a very moderate price.

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The World's Most Powerful Car of its Size and Weight

On the Dairy Farm or Shaikwan hills in swift get-away and flashing pickup—the abundant power of the Standard Six is a constant source of pleasure. And because its power is derived from a generous-sized engine instead of a small over-worked high-speed engine, it performs without strain and consequent wear.

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Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

Low operating cost because of the high quality of material and workmanship used in its construction. For several years Studebaker repair parts sales have averaged only \$18.00 per car per year.

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Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2.15-16 inch bore and a 4 1/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

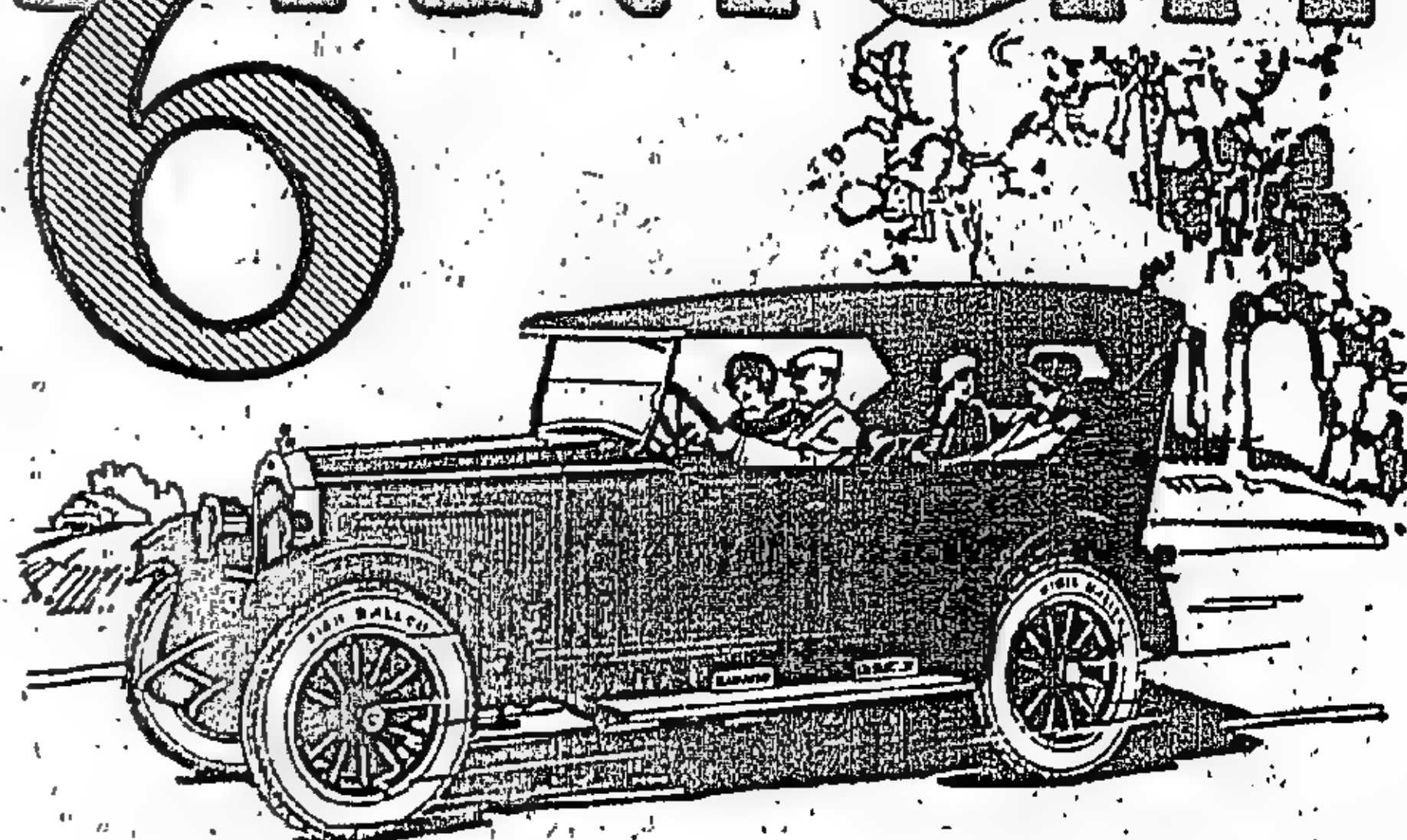
Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines, the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central.



Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

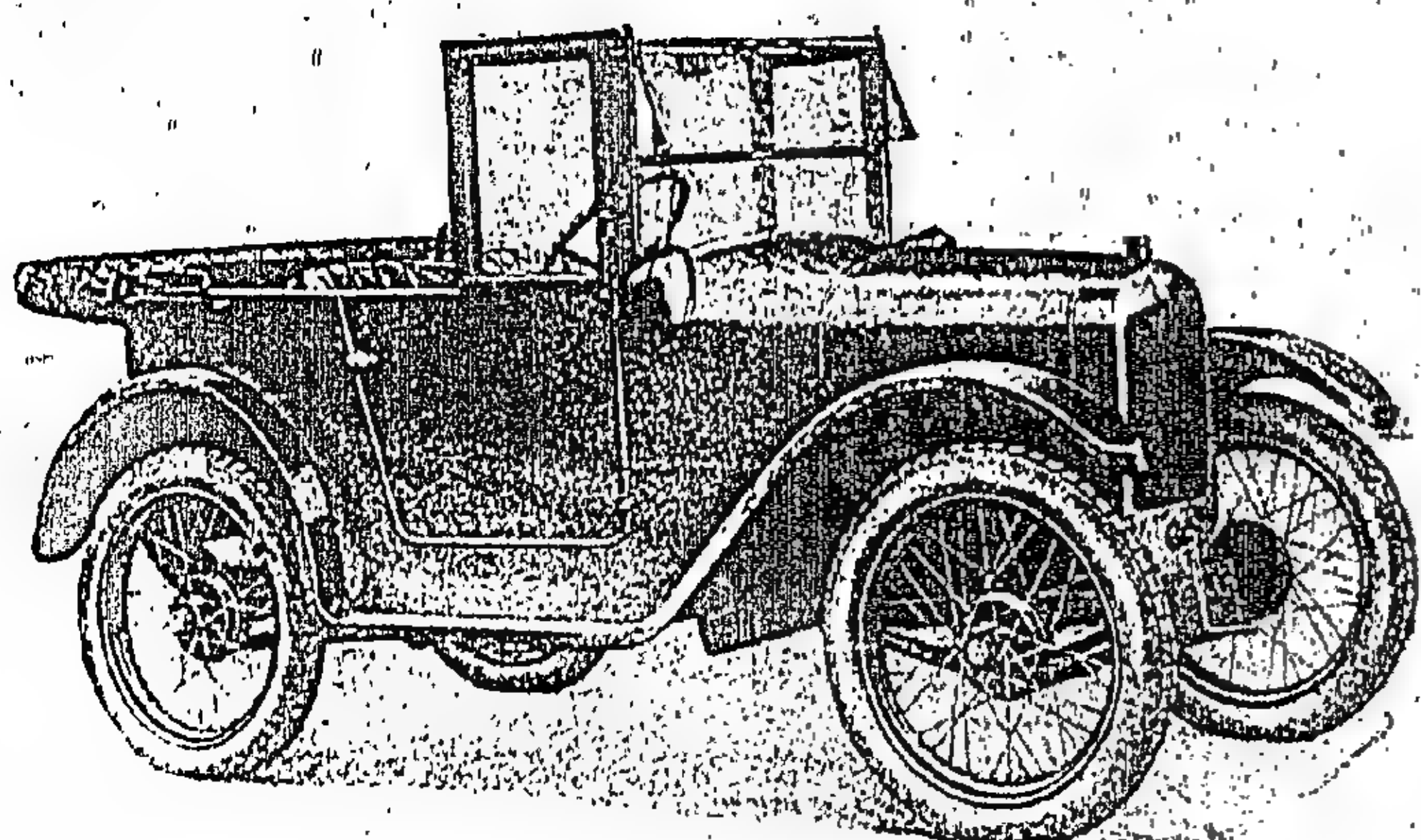
A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

yours is a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

THE 1926 "AUSTIN SEVEN"



ALEX ROSS & Co. (China), Ltd.
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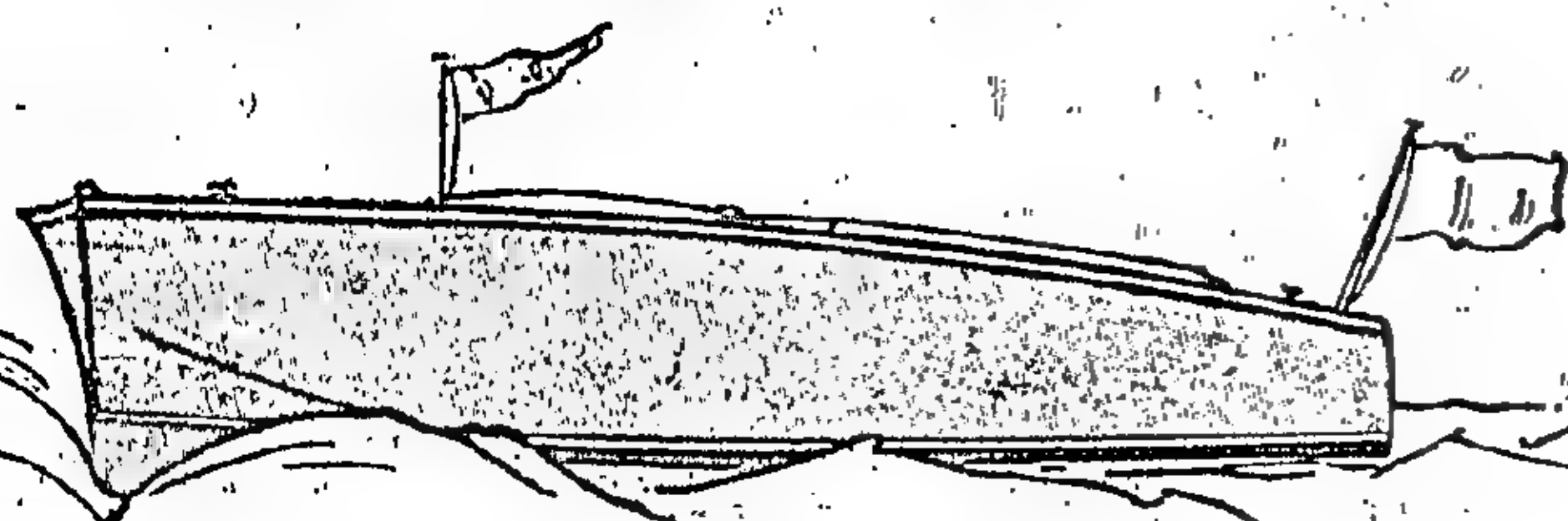
Firestone GUM-DIPPED BALLOONS FOR MOTORCYCLES

This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and all weather with full-size four-ply Gum-Dipped Balloons.

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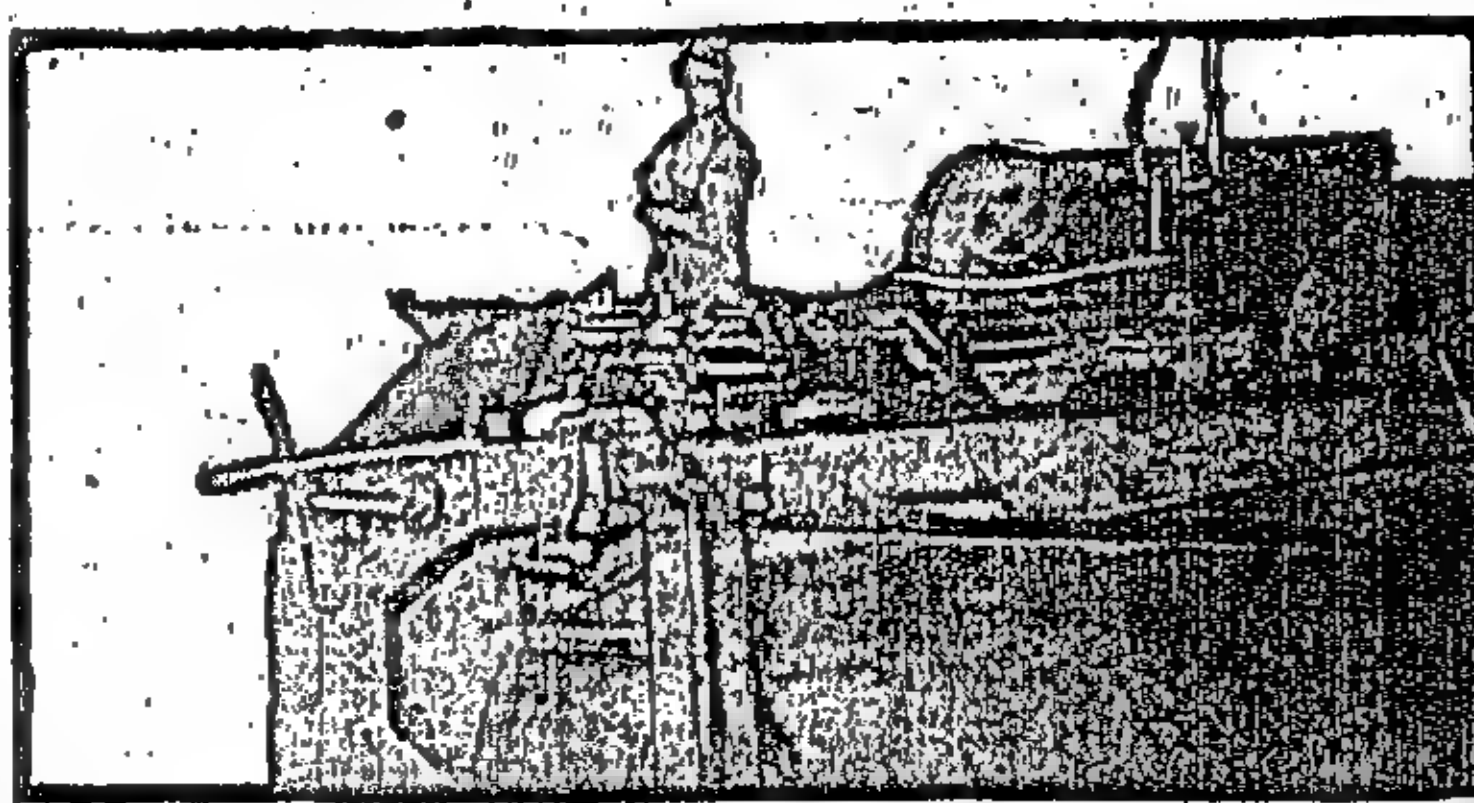


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SPRINGS—1592 AND TO-DAY.



Shaping steel springs in Studebaker's spring shops.

Springs, which are so vital to that out of all American-made modern automobile, are a facturers, only three now make comparatively modern development in the vehicular field. Steel is Studebaker, which has made springs first came into use about the year 1670.

The earliest known device developed for easing the strain of riding over rough roads was a leather throughbrace, which first appears in history in 1592. The carriage body was hung on four of these large leather straps, which to a slight degree softened the jolts over poor roads.

The next improvement was to fasten the tops of these leather straps to flexible, vertical posts. These were in reality the first "springs." The vertical posts were next built of steel, which allowed greater flexibility.

Gen. Lafayette's carriage, presented to him by the American public and now in the American Museum of Transport maintained by the Studebaker Corporation in South Bend, is an outstanding example of this construction.

In 1804 the first semi-elliptic spring made its appearance. The type of spring is bolted at its centre to the axle. Each end of spring is attached to the frame of the car.

This type of spring remains to-day the most popular. Out of all automobile manufacturers who exhibited at the last New York show, only 8 used springs of a different design and several of these were derivations of the semi-elliptic idea.

A recent investigation disclosed

a new spring plant 995 feet long, and 135 feet wide. The flat steel bars enter one end of this building and emerge at the other end as finished springs, ready to attach to the automobile.

Every shipment of steel is analyzed chemically to insure proper composition. Before assembly each spring leaf must be heat treated and then is shaped and tempered in a large steel drum revolving in a tank of oil carries several sets of huge steel jaws.

Next it goes into a strong solution of hot salt water, which toughens the metal to a marked degree.

Before assembly, every spring is tested to make sure that it is not too hard and brittle, nor too soft and yielding.

When assembled, the flexibility of each spring is tested on a huge scale which shows how many pounds of pressure are necessary to press the curved spring flat. Sets of two springs are then picked out, having the same flexibility, and these go to the front or rear of the same car, insuring equal results on the car.

Every spring on a Studebaker car is tested under a pressure far greater than ever applied in actual service. The combined pressure applied in the test to a set of four springs is 8,800 pounds.

CAR-PRIDE

EXTERNAL APPEARANCE

Every motor owner with a reasonable degree of self-respect wishes his car to appear as clean and smart as is his personal appearance, writes Major Forbes-Leith. I once met a man, owning a Ford, which, he declared, had never been cleaned externally since the day he bought it. Its filthiness had given it a curious distinction, and he had reached such a stage of eccentric pride in his dirty car that no one could induce him to have a brush or a hose pipe put on it. It was certainly one of the sights of the small town in which he lived.

Rational people, however, have no wish to emulate his eccentricity. We all like to keep the external appearance of our car clean and smart, not merely for the sake of our reputation and credit, but also because dirt means deterioration which will tell heavily against the car when the time comes to dispose of it as a second-hand vehicle.

It would seem trite to observe that the secret of a smart appearance in a car, as in everything else, lies in systematic attention. Just as the good horseman attends to his horse first on returning from a ride so the really keen motor-owner will on most occasions, attend to his car immediately he returns to the garage, or very soon afterwards.

BANISHING MUD.

At this time of the year we begin to pick up mud fairly regularly whenever we go out. To leave the mud to harden on the car after a run is a short-sighted policy. The wise man gets rid of it before it dries. It may be a little inconvenient to attend to the car immediately, but it is certainly well worth while.

The cleaning of a car is not, as some think, one of those tasks which can be done without any special knowledge. It is like most other tasks, in one respect at least, namely, that there is a right and a wrong way of going about it. The right way will give you the best results in the shortest time.

If you start properly, you will begin with the interior of the car, cleaning the dust out with a still broom and a carpet brush. Of course, a vacuum cleaner is very much better if you possess one. Next, attention will be given to

the upholstery, using a soft cloth and a leather-dressing on which you can rely. Then clean all the metal on the inside and rub up the instrument board with a little furniture polish.

The next process, which many people quite mistakenly put first, is to wash down the exterior. A serious error, frequently made, is to turn on the hose pipe as full as possible, and to project the water at the car with considerable force. The result of this is that the force of water drives the dirt into the surface of the varnish, making marks which can never be removed. These scratches may be quite tiny, and hardly visible to the naked eye, but they mean that the degeneration of paint and varnish has commenced. Once this scratching has occurred to any extent, it is not long before the beautiful, shiny paint-work of a new car becomes dulled and rough.

BEST CLEANING METHODS.

The correct mode of procedure is to turn on a gentle flow of water, and use this to soften the dirt. Then, with a wet sponge go carefully over the paint-work, rinsing the sponge from time to time. It is unwise to bear heavily on the sponge, for this will mean merely that you are rubbing the grit against the paint work and you are producing scratches.

Alternatively, you may use lukewarm water and a little soap. Where this is done, it is necessary to ensure that a rinsing process follows, so as to remove traces of the soap. This rinsing can be done with a hose, if you possess one.

The last process is the polishing. There are many preparations which claim to achieve wonders in the polishing of cars, but though some of them are good, my own experience is that a chamois leather of fair size produces the best polish with the aid of a little "elbow-grease." Take one small portion of the surface and treat this thoroughly, rubbing with a straight motion. I have found that a circular motion produces marks of similar shape, which are very obvious in certain lights.

In the course of the polishing, wash the leather regularly in soapy water, and wring it until it is practically dry. A polish obtained in this way lasts longer than any other I know of, and is produced with a minimum of scratching.

The final touch is to clean the wind-screen and any other glass, as well as the brass or nickel of the exterior.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.

Speed, over 55 miles per hour.

Acceleration, 0 to 30 miles in 18 seconds.

28 or more miles to the American gallon.

250 miles to quart of oil.

20,000 miles to a set of tyres.

Four wheel mechanical brakes.

Irreversible Steering.

56 inch tread.

Conventional springs.

29 x 4.40 Cord Balloon tires.

Engine developing 31 horsepower.

Remarkable acceleration.

Low hung body of very pleasing lines.

Finished in Blue lacquer.

Ample room for passengers.

Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

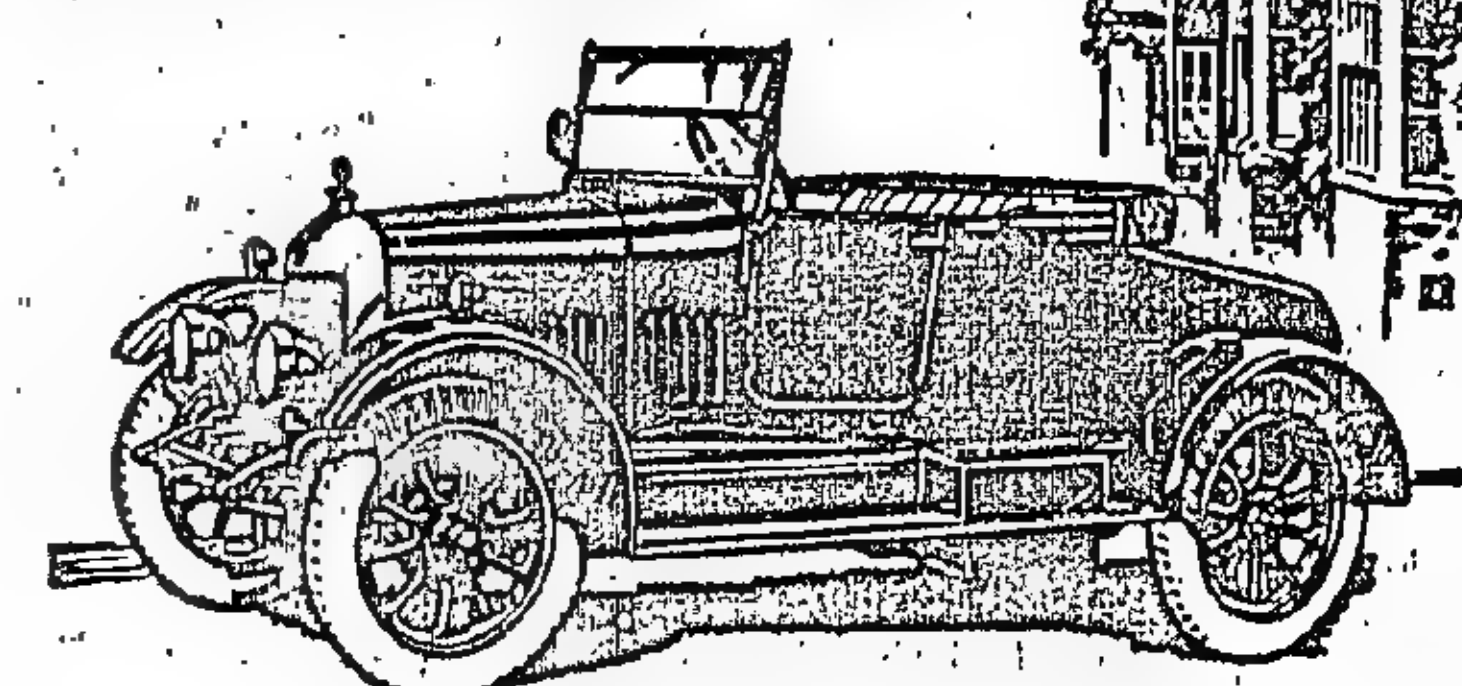
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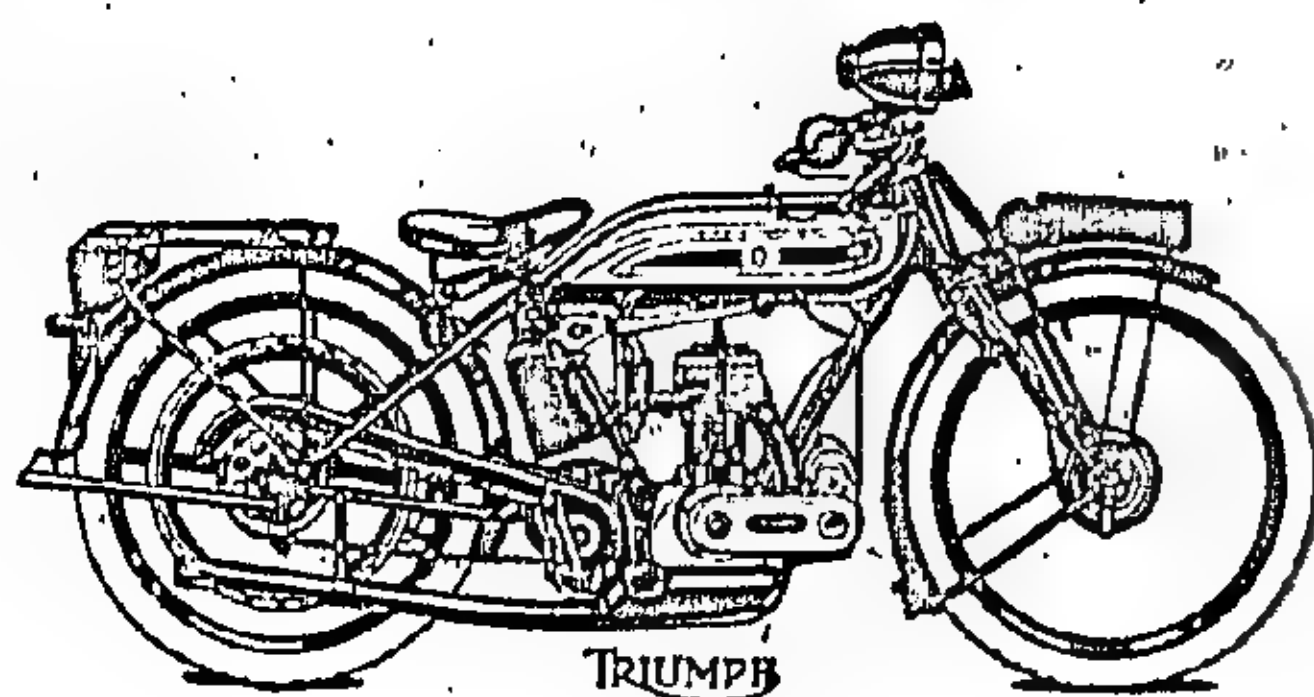
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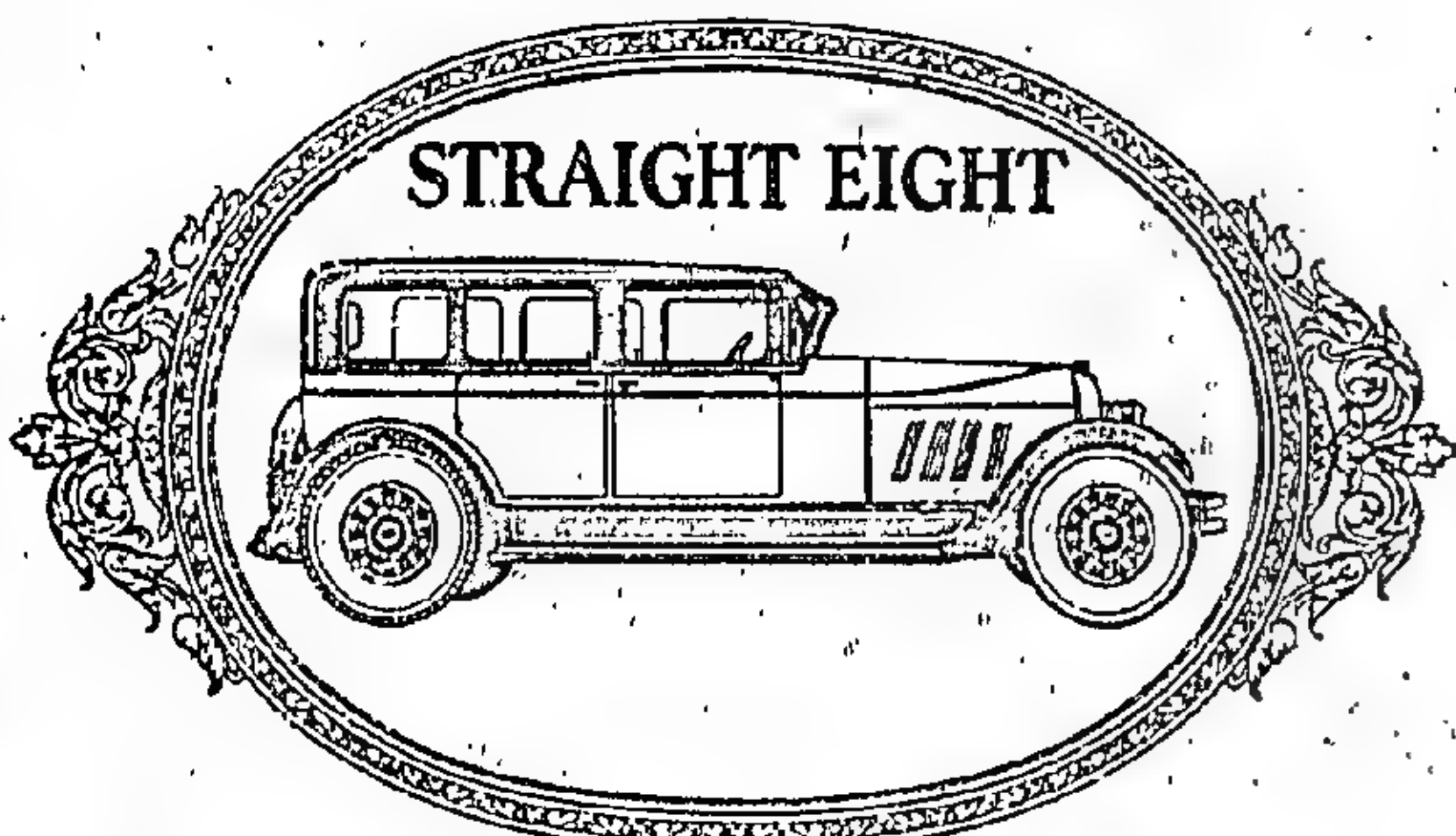


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Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

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Plans are being prepared for the building of a factory at Kansas City for the purpose of producing synthetic rubber from olefine hydrocarbons. This material is obtained from petroleum, coal, shale oil deposits and refuse from garbage, soap works and turpentine factories. It is stated that the by-products of crude oil thrown away annually by the petroleum industry alone are sufficient to produce synthetic rubber equivalent to 184,000,000 lbs. of natural rubber.

For some time past slow moving horse traffic has been prohibited in central portion of Paris. As additional means of lessening street congestion in all the big squares the rotary system is in vogue, and the number of one-way streets is being extended at frequent intervals. Also, the municipal services, the police, and about 80 per cent. of the various large stores have been motorized.

PETROL SUPPLIES.

PROBABILITIES OF A SHORTAGE.

From time to time we hear the cry that a fuel shortage is imminent. Usually we shrug our shoulders and say that it probably presages another rise in the price of gasoline. A study of the situation, however, reveals a condition which is far from reassuring and which shows that the possibility of a shortage is much more definite than a rumour.

The total domestic production of gasoline in the United States in 1923 was 7,535,945,145 gallons and the domestic consumption 6,665,035,280 gallons, of which the motor car used better than 80 per cent. In 1924 domestic production of gasoline was increased to 8,959,686,220 gallons, with a

domestic consumption of 7,780,985 gallons, of which the motor cars of the country again used better than 80 per cent.

In the same period the increase in registrations over the preceding year was 17 per cent, showing that the tax per car on domestic production of fuel was increasing in greater ratio than car production and registration. In other words, each car owner was making his automobile drive him a few miles more each year, at a cost to the productive capacity of the country in fuel of something like one gallon of gas for each 15 extra miles covered.

In 1925 the productive capacity of American oil companies was strained to the limit, with a constantly increasing drain on the amount of fuel developed. By the end of 1925, when there should be 20,000,000 motor vehicles registered in the United States, there is likely to come a line

between production and consumption, so thin that the two will just about rest on the same figures.

IMPENDING SHORTAGE.

No less an authority than W. T. Thom Jr. of the United States Geological Survey has predicted that within the next ten years the diminishing supply of gasoline will have brought the cost of operating an automobile out of reach of the average citizen.

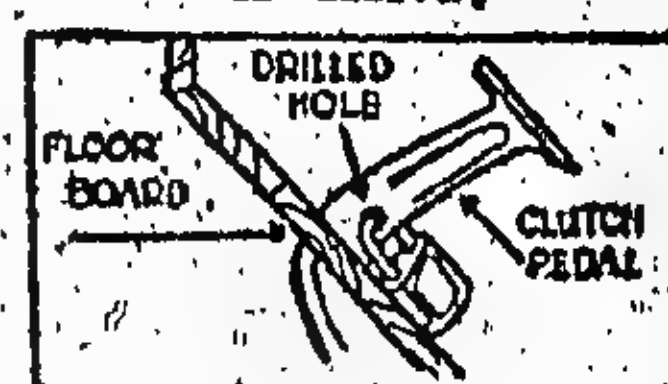
He says in part: "The time to prepare for a threatened shortage is now, not when the shortage actually occurs. Obvious methods of meeting the threat are more economical cars. If the automobile engineer can produce a car that will give 1,000 miles of operation on half the gasoline now required to do that distance the effect is to double our fuel supply. The average car to-day will give greater mileage per unit

of fuel than the cars of even five years ago. There are signs that still greater economies on this side will come."

This all brings to mind the discussion of the European small car, re-designed by American engineers for American use. In Europe petrol costs twice as much as it does in America. But the European car goes twice as far on the same amount of fuel. So the cost per mile is not greater than here.

American motorists can get double the mileage here by adopting the salient features of the European light car motor and combining it with the present methods of building chassis and bodies. The answer would appear to be reasonably simple. The European builder gets his high motor efficiency by using a small bore, a long stroke and building his motor to operate at high speed. He puts this motor

A HINT.

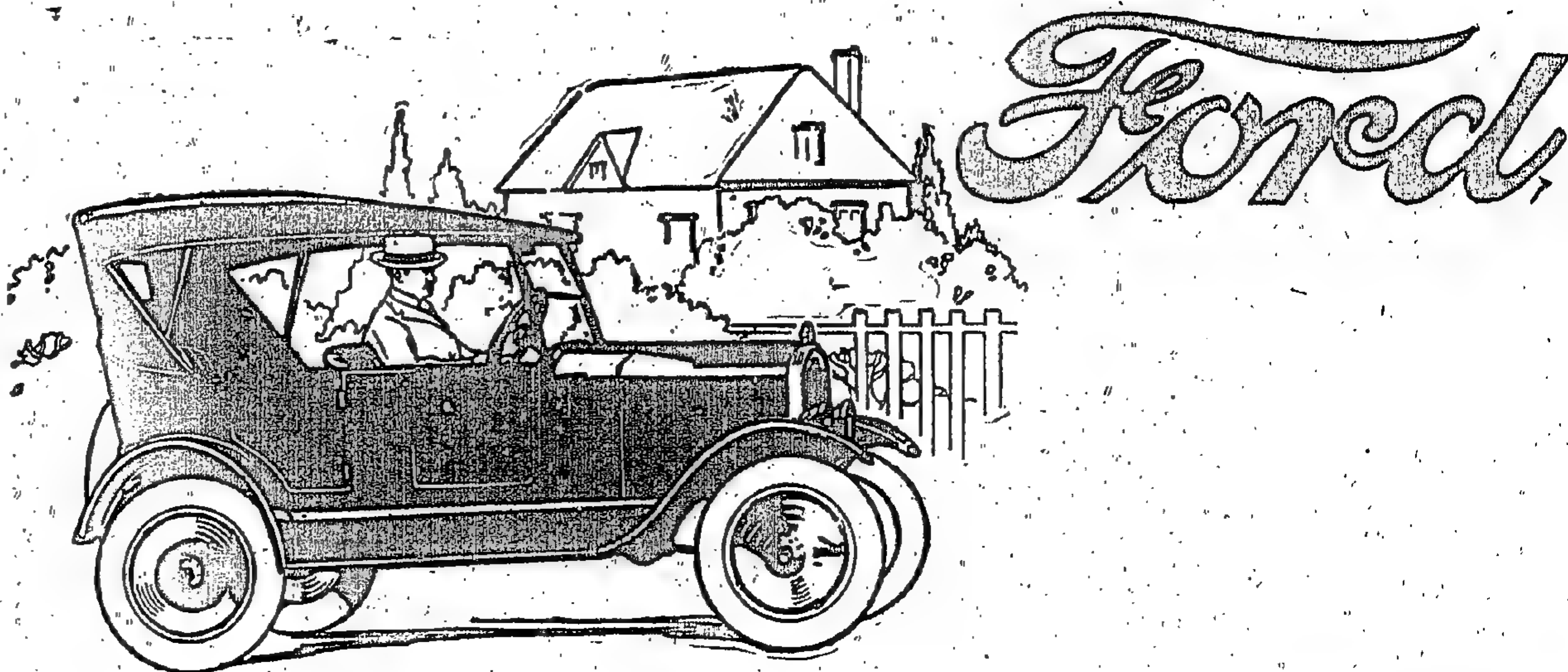


A simple means of insuring the car against theft is the clutch pedal lock shown here. By merely boring a hole through the clutch lever, and snapping a lock into it, the owner may feel safe in leaving his car.

into a chassis of reasonable length and builds a body to suit.

The American car-using public must accustom itself to a car considerably smaller than the majority of those seen on the streets now if it is hoped to continue to use cars in the same steadily increasing numbers.

BEAUTY—COMFORT



Longer Life Ensured By All Steel Ford Bodies

Longer life and lower cost of upkeep are ensured by the all steel bodies of the Improved Ford Touring cars. The removable storm curtains open with all four doors and give easy access to both front and rear seats. The gasoline tank is of greater capacity and is placed under the cowl, ensuring an even flow of fuel under all conditions.

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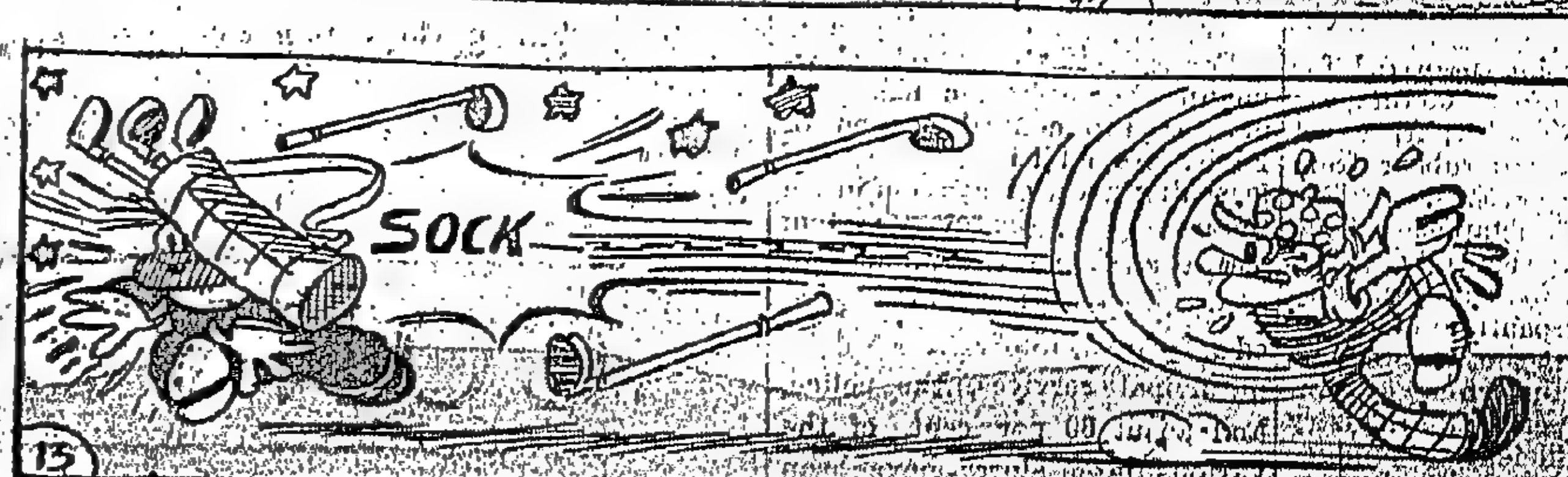
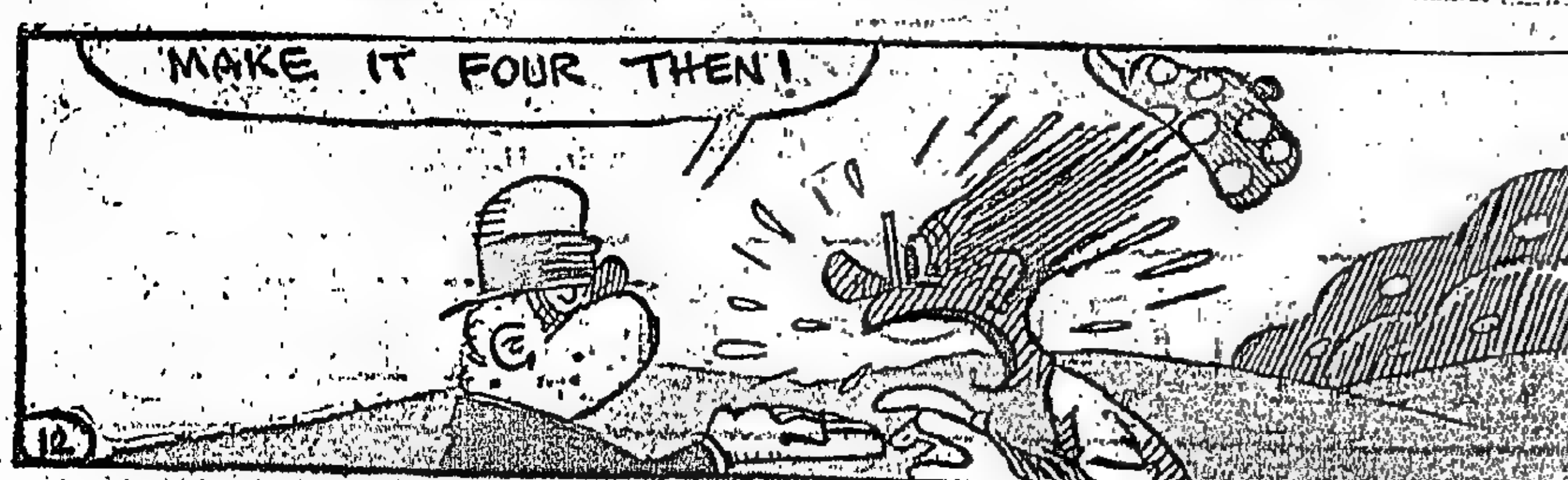
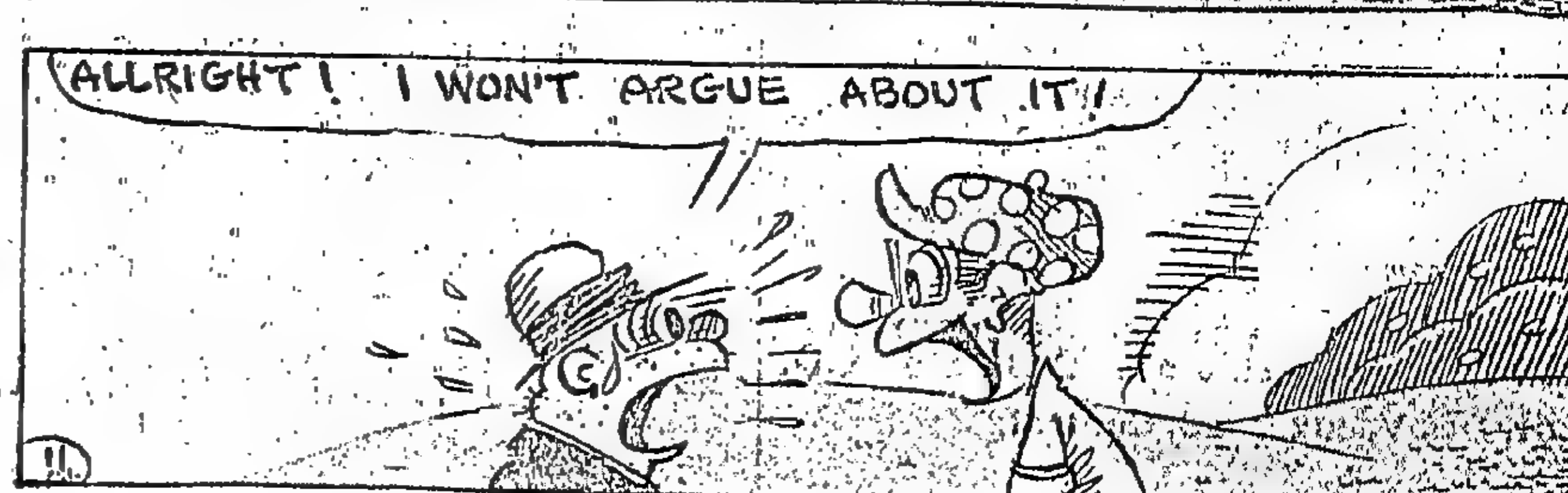
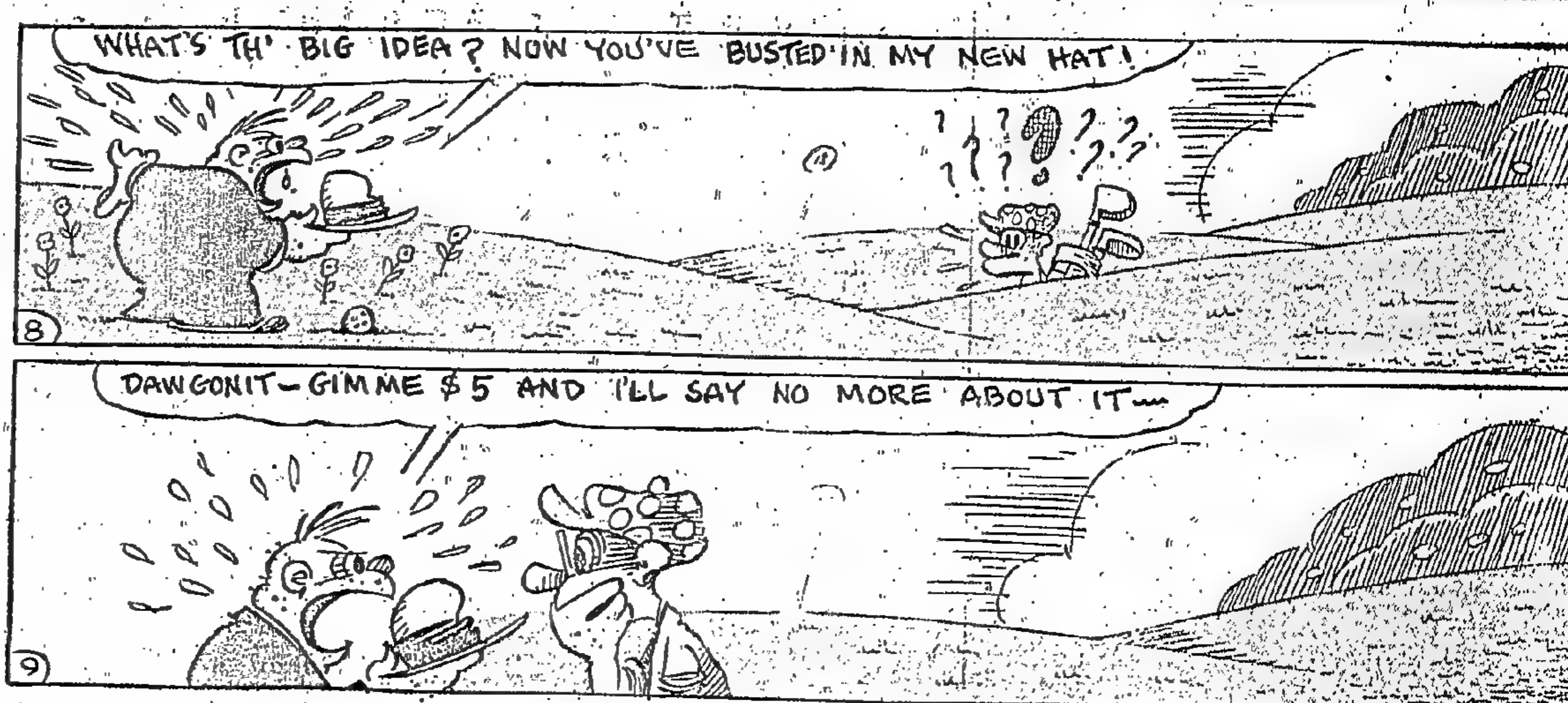
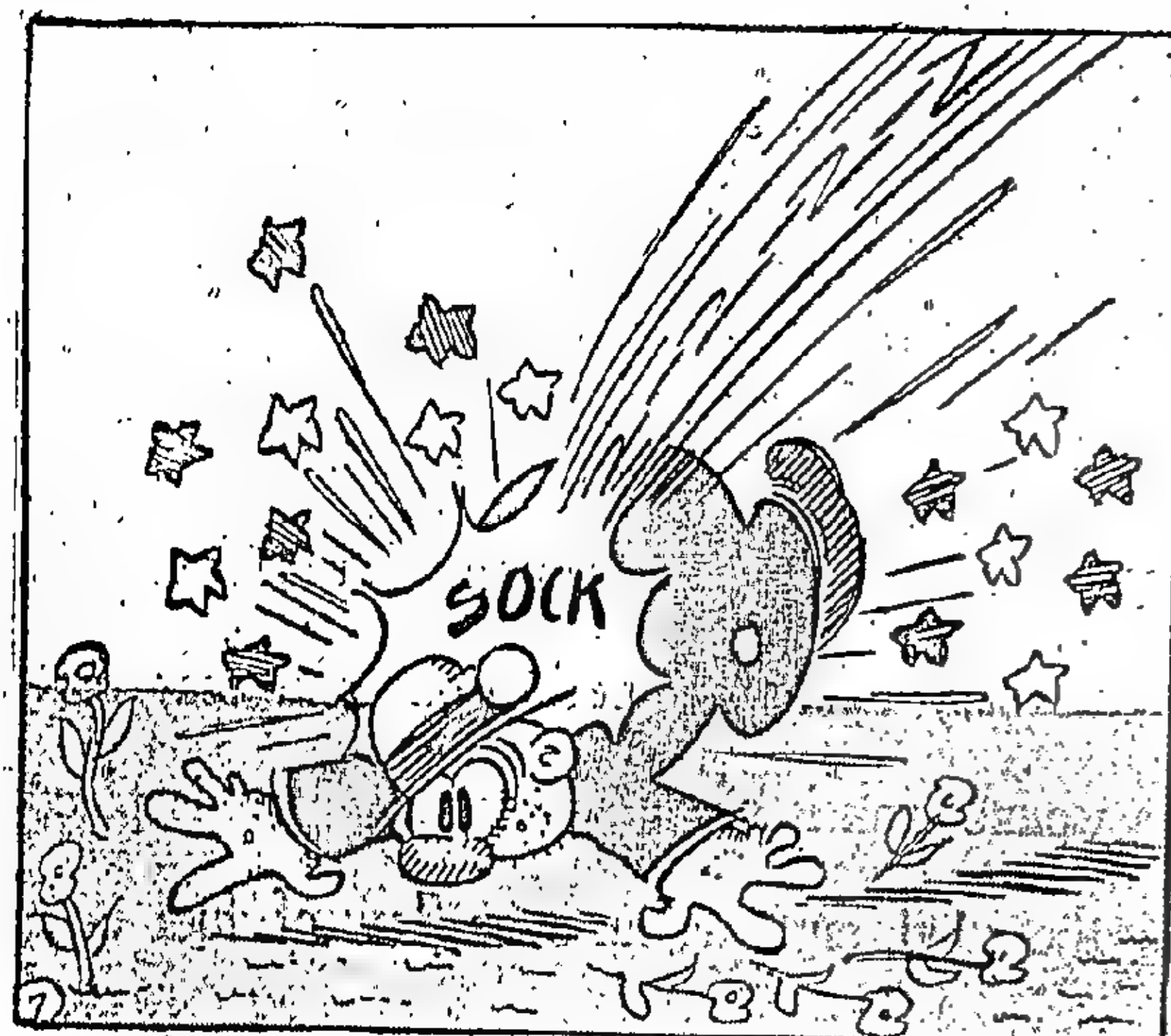
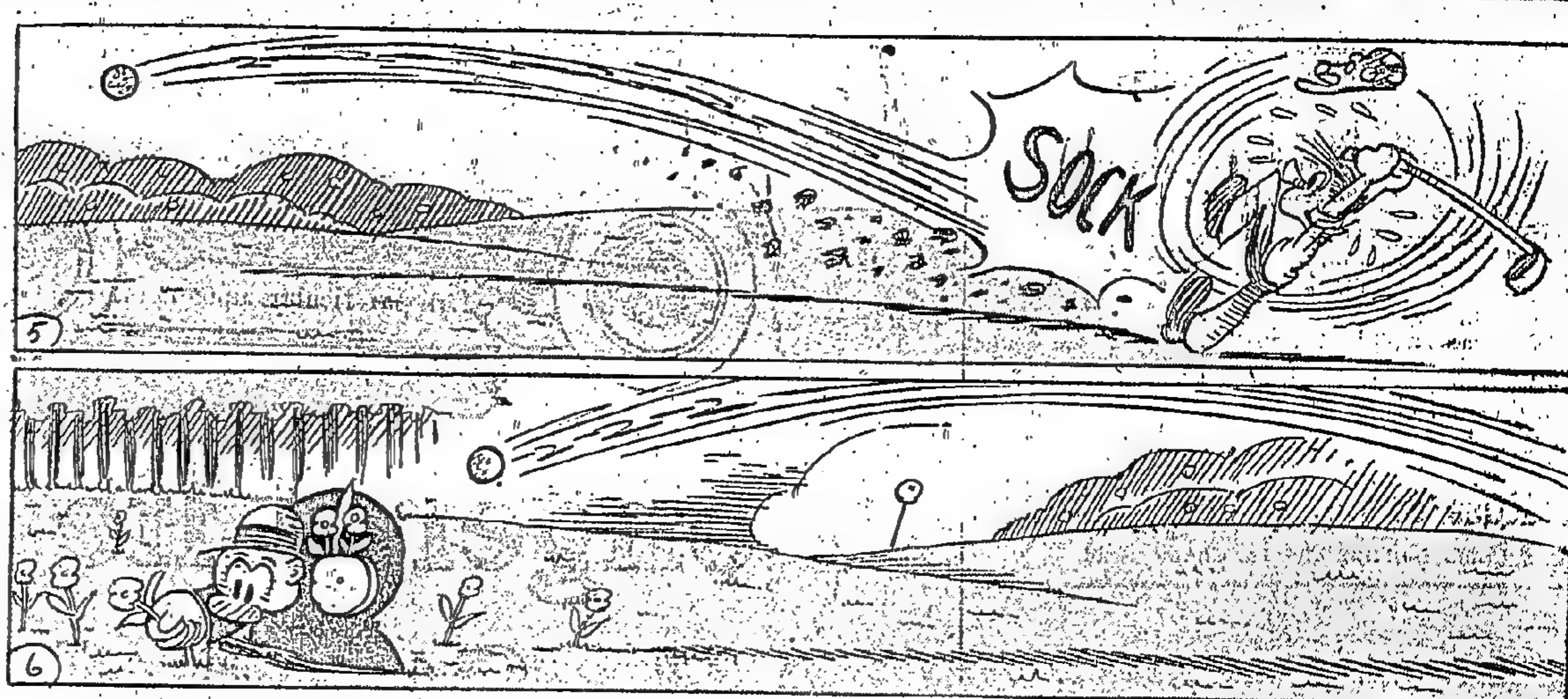
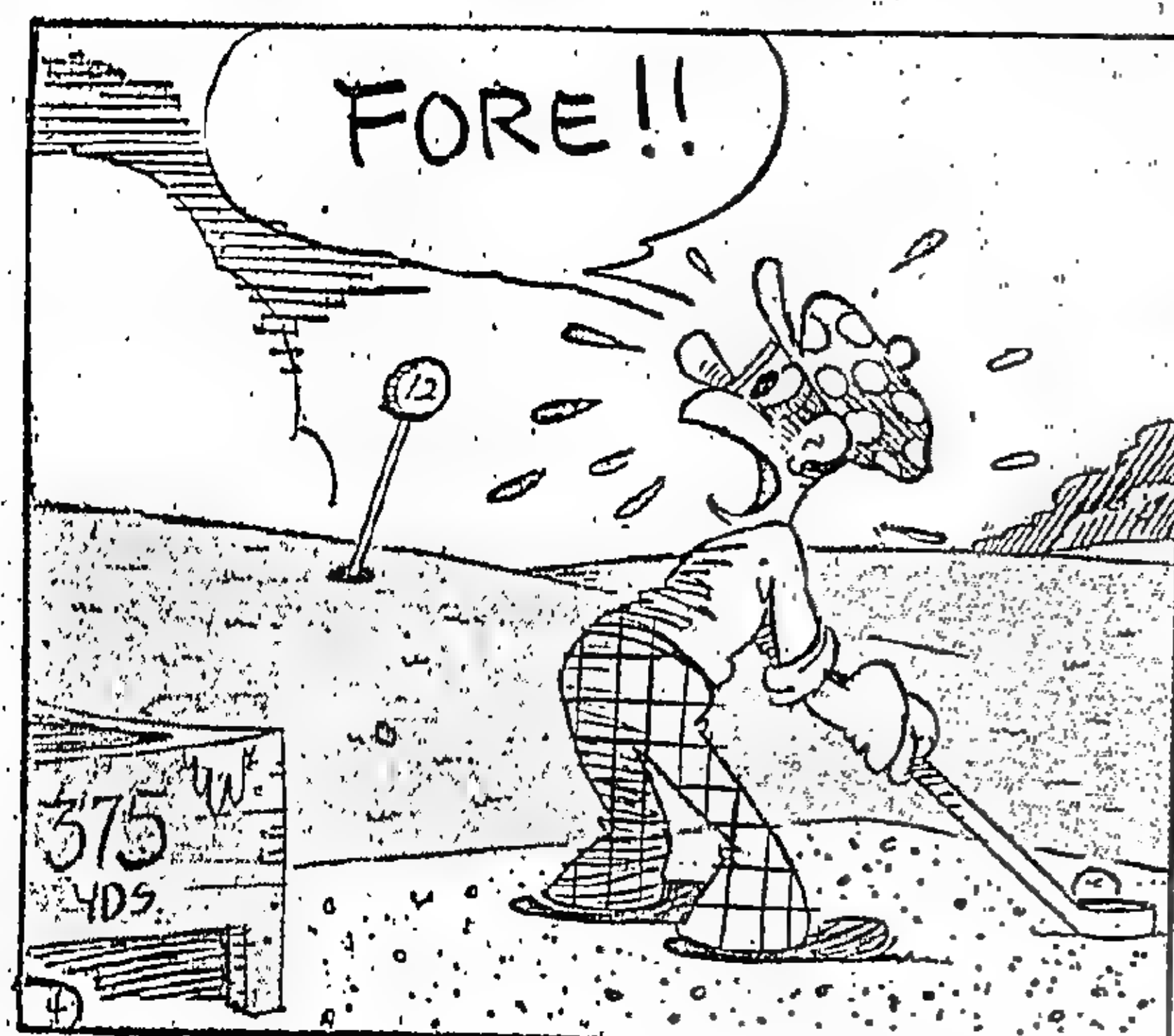
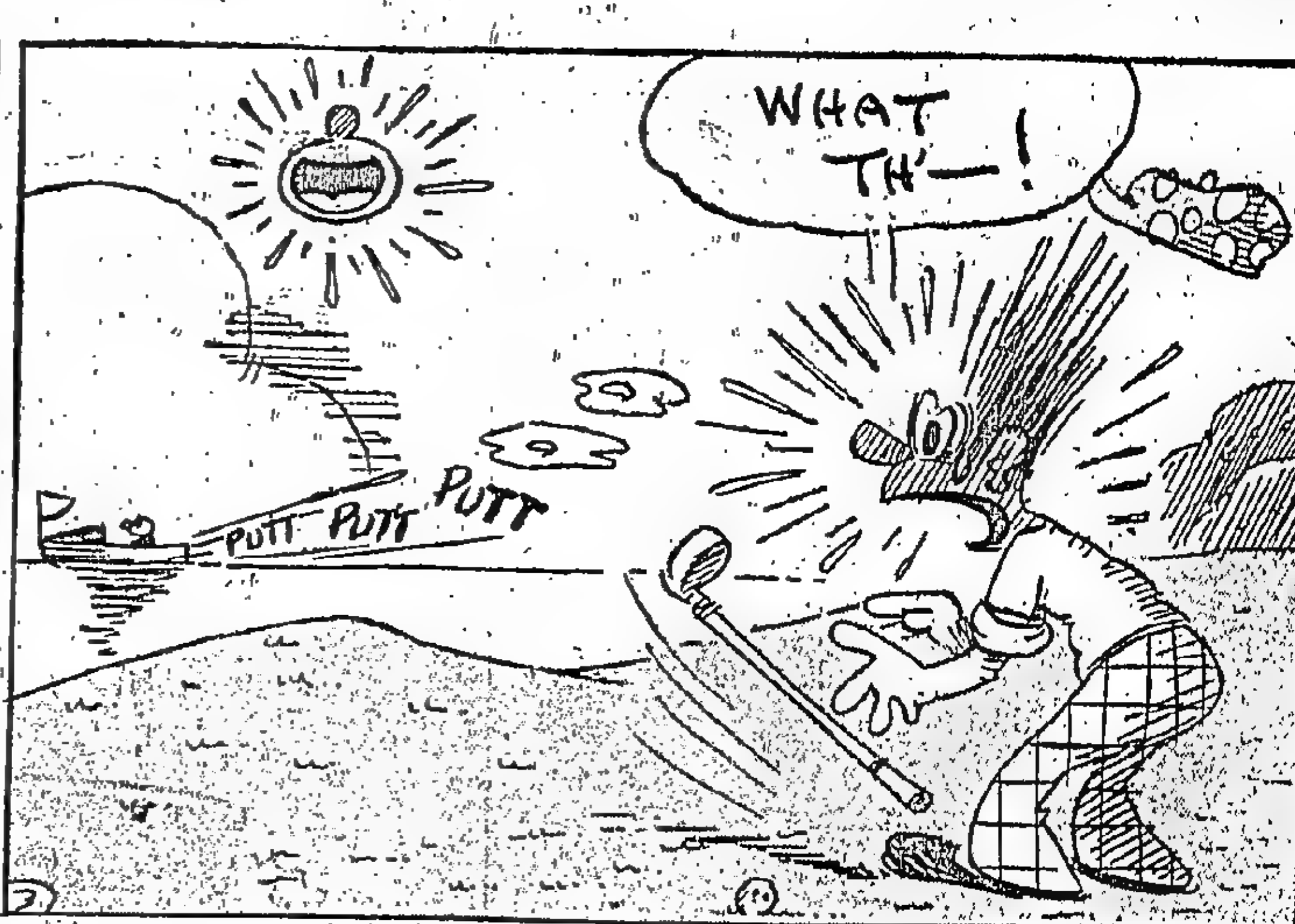
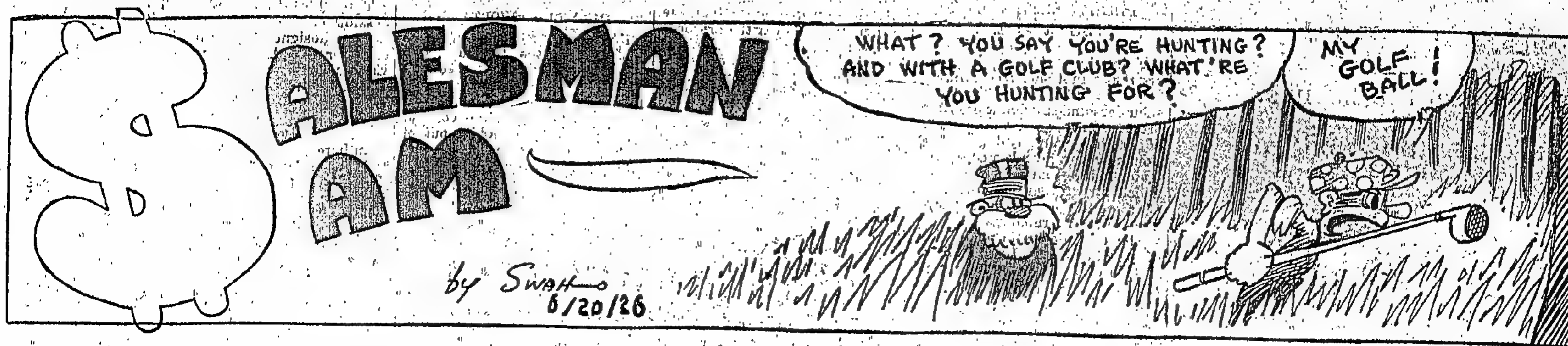
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CONVENIENCE—UTILITY



RIVALS MEET.

CHANG AND WU IN PEKING.

A NOISY WELCOME.

Chang Tso-lin and Wu Pei-fu, whose rivalry has torn China to pieces, have met in Peking to see whether or not they can put the Humpty Dumpty together again, says the Shanghai Times Peking correspondent. For years they have fought each other in a vain effort to emerge supreme. Confessing—for the moment—that this is impossible, they at last consented to meet in peaceable conference, and on the result of this conference the immediate welfare of China hung.

Peking greeted the warriors with all the pomp in which it welcomed emperors during the Manchu days. Great flower arches were erected at the railway stations, the streets were swept clean and then sprinkled with yellow sand, bands and officials were on hand to pay their respects, and only those of high rank could get near the revered militarists. Besides this, all railway traffic was held up for hours to keep the line clear for the special trains, and every little shop was ordered by the police to fly the flag of China. Not only once, but several times these elaborate welcoming preparations were made, for the conquerors gave several false indications that they were starting for Peking, only to change their plans suddenly each time.

SPECIAL TRAINS.

Five days previously, fifteen special trains arrived on the Tientsin line alone, bearing staff officers of Marshal Chang Tso-lin. Tents were erected outside the Peking stations to shelter the bodyguards of the two warlords, whose troops meanwhile were being stationed all along the railways as a precautionary measure. The special coaches and locomotives are still crowding the sidings in and about Peking and depleting the railway rolling stock for ordinary traffic.

Finally, Marshal Chang Tso-lin's pilot train left Tientsin, followed an hour later by the Mukden cleftain himself. The Peking station was cleared for hours in advance of his possible arrival, while foreigners and others scheduled to take the regular afternoon train to the port city were compelled to wait in the Legation Quarter uncertain whether or not they could travel that day.

More than one hundred and fifty motor cars assembled at Chien Men to escort the Marshal to his headquarters, and the reception committee included his son and all other high military officials, police officers, and members of the Cabinet and heads of all government bureaux. Some foreigners mounted the Tartar Wall and waited on that section which is patrolled by the American Marines to see the dramatic arrival of the Mukden leader, but this met with the disapproval of the Chinese, who were annoyed at the thought of the outlanders looking down upon their hero. As a matter of courtesy, the American Minister consequently requested the foreigners to give up their lofty watching posts, and the crowd dispersed.

DRIVEN FROM WALL.

Later, however, it was agreed that it would be proper for them to remain on the wall and another group soon collected.

It was expected that Marshal Wu Pei-fu would arrive in Peking the following day and similar elaborate plans were made for his reception. Refreshments were prepared at the railway station buffet, bands were on hand, and important personages were assembled. However, an eleven-hour message stated that he had stopped en route to review his troops and would not reach the capital until the following morning. Accordingly, the actual arrival at 6.20 in the morning of the Chihli warrior was rather an anticlimax, no such crowds waiting him at that early hour as would have appeared a little later.

While waiting for the momentous meeting with Marshal Wu Pei-fu, Marshal Chang Tso-lin spent a day in ceremonial calls. His first important visitor was the Panchan Lama, the religious dignitary riding out in

CANTON PLANE WRECKED.



The above picture shows an aeroplane which came to grief at Tungshan, Canton, on June 30th, the aviator being injured. This is said to be the second aerial mishap at Canton within a very brief period.

AMAZING STORY.

(Continued from Page 7.)

through them, find buyers for the product. He was prepared to make as much as required. He then left the office after making an appointment for the next day and the business man informed the police.

On the following day the accused appeared at the office at the appointed hour, bringing with him some more samples of the opium. The business man told him that he could probably get buyers for the product. The accused then offered to take his victim to a chemist who would deliver the proper ingredients. Accordingly, that evening they went, shadowed by the police, to the Chinese Y.M.C.A. where they met the chemist, also a foreigner. He produced two bottles evidently packed locally. The business man said that he did not have the cash, but could give them a cheque. This was not satisfactory, however, and a meeting was arranged for the next day. At 12.10 p.m. the next day the three went to a restaurant on Nanking Road, but the business man there expressed doubt as to the genuineness and did not buy. At 2 o'clock the same day the confidence man again came to the gentleman's office and said the chemist would not do business with them.

He said, however, that he had another scheme. He could buy the drugs from a Cantonese and that the victim could take a person along to test them before buying. Accordingly, on Wednesday afternoon they went into Hongkew, picked up another foreigner and went to the home of the Cantonese. A Chinese detective was taken along as an authority on drugs. The Cantonese became suspicious and said that the drugs were in the French Concession.

During this trip the business man was supposed to have the \$1,700 on his person. He thought possible that he was being taken to the house to be robbed, so took along a pistol. In order that it would not be conspicuous he put on a rain coat and pretended to have malaria. Though suffering from the heat, he was able to keep his hand on his pistol all the time. However, no move to rob him was made. They came away from the house without the drugs.

Later the accused again came to the office of his supposed accomplice and said that the foreigner who went into Hongkew with them had arranged to get the drugs in small quantities. Shortly after tiffin time, the two came to the office again, bringing with them some white powder, resembling drugs, in two jars. The business man then called up the police, who came and made the arrest.

The nationality of the two men is not exactly known, but it is thought that some question of jurisdiction will be brought into the case.

LUDENDORFF DIVORCED.

GERMAN CAUSE CELEBRE.

Munich, July 9.

The wife of General Ludendorff has been granted a divorce, her plea being that Ludendorff's political activities has caused him to neglect her. The case was heard in camera. The Court declared that both parties were to blame. The General withdrew his original petition for divorce, when his wife brought the counter petition.—*Reuter*.

his yellow motor car to pay his respects to the man of war. Other noteworthy visits were made with General Wang Shih-chen and ex-Viceroy Chao Erh-hsun.

NOTED ACTOR.



Above is Mr. Ching Yim-chow, the noted Chinese actor, who is now appearing in local Chinese theatres. (Photo: Star Studio).



Mr. Ching Yim-chow is here seen on his arrival in Hongkong. (Photo: Mee Cheung).

WU PEI-FU'S ADVANCE.

BIG BATTLE EXPECTED.

From Hunan, news is received to the effect that the 11th Division, under General Chang, has arrived at the Van On district, on the Hunan-Kiangsi frontier, and is waiting the arrival of the 10th Division at a certain point, before making further advance.

This report indicates that Wu Pei-fu's forces are advancing southward, and confirms the report that Tong Sang-che had fallen back to the vicinity of Heng Chow. The report further says that a severe engagement is expected to take place in the south-eastern part of Hunan, near the borders of Kiangsi and Kwangtung.

The opinion is, however, expressed in neutral circles that there can be but little fighting in Hunan this summer, on account of the rising of the Siangkang and other rivers, some of which has risen as high as 46 feet above the average normal level. General Chao Heng-ti, the ousted Military Governor of Hunan, who has been planning a "come back," was to have left Hankow for Changsha on July 8th, but he had been advised to defer his trip for the time being by Marshal Wu Pei-fu, whose troops have been fighting to restore him to power in Hunan.

While patrolling the Western Praya, near the Salkong Wharf, last evening, a European Sergeant reported that he saw a Chinese jump into the water. The man was not seen again, despite a long search maintained by sampans in the vicinity, and it is presumed that he was drowned.

THE SMOKE NUISANCE.

(Extract from Leading Article in S.C.M. Post.)

"Occupants of the higher Buildings have much reason for complaint of their neighbours. A pall of smoke can be seen lying over Hongkong, prevented by the Peak from dispersing. Public buildings are dirty. The Harbour is polluted. Offices and dwellings have a fine, smoky deposit. One finds evidence of smoke and soot on all hands."

The Logical Remedy?
INSTALL AND USE GAS.

A Cheaper fuel than Wood or Coal.
The Cleanest form of Heating.
Gas-using appliances for all purposes
and demonstrations at

Our Showrooms:—16, Des Voeux Road, Tel. C.4704.
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Hongkong & China Gas Co., Ltd.

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A Message:—

"Newspaper advertising is the most effective method of reaching the largest number of people in the shortest space of time for the least amount of money."—Sir Charles Higham.

When applying this truth to Hongkong, remember that the Hongkong Telegraph is taken to the home where the reader has the time to contemplate the message your advertisement carries.

We prepare attractive advertising and supply blocks free of charge.

Full particulars upon application to:—

The Manager,

The Hongkong Telegraph

TEL. No. 1

1-3, Wyndham Street.

"POOR IN SPIRIT."

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

"Blessed are the poor in spirit."—Matt. 5. 3. "As you grow in your art," said Gounod to a young poet, "you will judge the great masters of the past as I now judge the great musicians of former times. At your age I used to say, 'I'; at twenty-five I said, 'I and Mozart'; at forty, 'Mozart and I'; but now I say, 'Mozart.'" If we substitute the word "God" for that of "Mozart" we will have mankind classified under three convenient headings. There is the man of the world whose one thought is "I"; his whole life has "self" as its ultimate horizon. Then there is the nominal Christian, who goes to church and governs his life by a moral code, but whose heart remains untouched—"I and God." Then comes the great mass of Christian people, who are truly devout, but who are apt to think far too highly of their own power, their own goodness, their own personalities. They put God in the first place, but "self" comes close behind—"God and I," chiefly trusting God but partially trusting self! And then there are the truly humble ones who have learnt their own weakness, their own iniquity, their own insufficiency; they have learnt to make God paramount, supreme in their life, and the "I" has dropped out altogether.

Of all forms of pride perhaps spiritual pride is the most hateful. Religious folk, especially young Christians, are always in danger of becoming puffed up—conceited; their whole attitude will sometimes convey the impression, "Look at me; see how pious I am! I am not as other men, extortioners, unjust, adulterers. I fast twice in the week, I give tithes of all that I possess!"

Here are two hints that should help to keep us spiritually humble. First, ever keep in mind what you have been in the past. Do not forget the many times you have sinned and failed in the days gone by. Be like Dora. He was a Persian shepherd at one time, but, owing to his many talents he finally became governor of a city. Wherever he went he carried a chest about with him. Rumour said that it contained valuable treasure—jewels and gold. As a matter of fact the only thing that was inside was the ragged old mantle that he had worn in his shepherd days. By having this old cloak always with him he kept himself humble, remembering what he had been, and so escaped the dangers of greatness.

When we are inclined to puff out our chests with spiritual conceit, let us recall the past and take a look at that ragged, filthy garment of sin that covered us before we put on the robe of Christ's righteousness, and then say to ourselves, "It is only by the grace of God that I am what I am. It is by His merits and by none of my own." That thought should have a humbling effect.

And then, secondly, try and see yourself as God sees you. We pride ourselves on our goodness and our moral worth, but what is His opinion of us? It is summed up in Luke 17.10—"When ye shall have done all those things which are commanded you, say, 'we are unprofitable servants; we have only done that which was our duty to do.'"

Unprofitable—that is how God regards us! What room, then, is there for pride in our hearts?

Wm. Powell, Ltd.

Telephone Central 4578.

Have received new shipments for this hot weather in—

Ladies' Millinery

This comprises many smart colours at very reasonable prices.

Also

Summer Dresses

in new modes, many being particularly well designed and well worth inspection.

New Novelties

in
Powder Puffs, Coat Hangers,
Silk Handkerchiefs, Belts and
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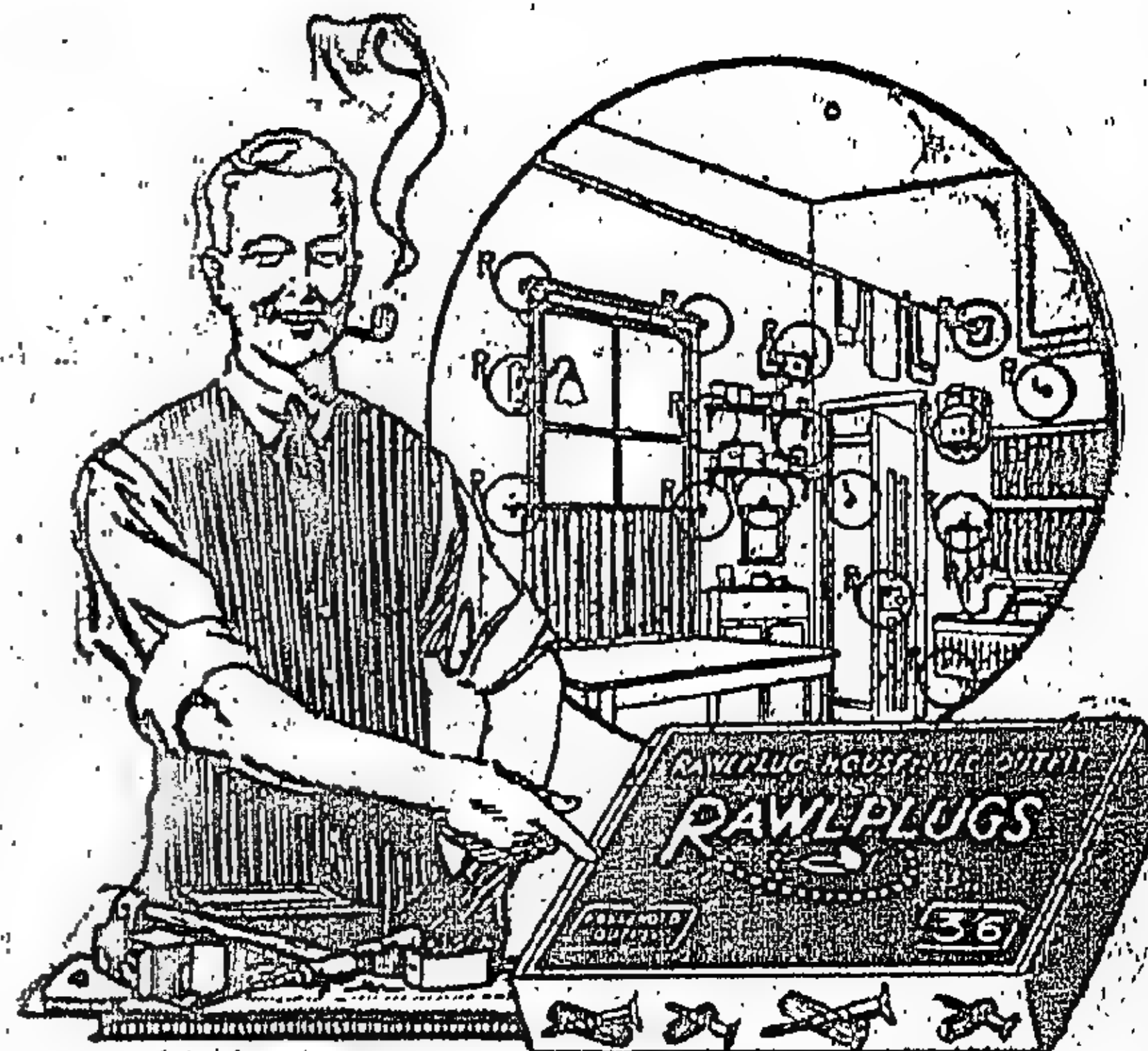
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Every Fixture in your Home can be neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
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- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.



Obtainable from all stores, or the Sole Agents
The General Electric Co. of China, Ltd.

THE WATER RETURN.

CONSTANT SUPPLY DURING MONTH.

The water return for the month of June issued by the Public Works Department shows that the storage during the month was over 1,172 million gallons in the city and hill districts as compared with 1,745 million gallons during the same month last year.

The total consumption for the month was over 255 million gallons, compared with 255 million gallons last year. There was a constant supply in all river main districts during the month.

At the end of the month, the water in the Tytam Byewash stood at 42 feet below overflow, while last year it was level with it. In the Tytam Interregulate it was 25 feet below overflow as compared with 2 feet below last year. In the Tytam Tuk it was level this year and last year also. In the Wong-neichong reservoir it was 27 1/2 feet below as compared with 16 1/2 feet last year, and in Pokfulam 19 1/2 feet below as compared with 2 1/2 feet last year.

In Kowloon the total storage during the month was over 330 million gallons, as against 320 million gallons last year. The consumption during the month was 72 million gallons for an estimated population of 115,620, given a daily consumption per head of 15.4 gallons. The figures for last year were the same.

Consumption in the city and hill districts for June was 255 million gallons for an estimated population of 401,460 giving an average consumption of 21.3 gallons per head per day. The rainfall for the month was 36.99 inches, as compared with 46.87 last year.

THE NIGHT STAR.

NEW FERRY ALMOST READY FOR SERVICE.

During next week the present fleet of ferry boats should be augmented by the addition of the Night Star, which has been completed by the Kowloon Dock Company and was delivered to the Star Ferry Company yesterday, when it was seen steaming about the harbour prior to berthing in the ferry anchorage.

Identical in appearance and dimensions to the Solar Star, this latest addition is the last of a fleet of four ferries constructed to the order of the Star Ferry Company by the Kowloon Dock.

The first two were completed some time ago, and have been a much needed convenience to the travelling public of Kowloon.

About three weeks ago the Solar Star was completed, and after successful trials she was also placed on service, but owing to an accident which necessitated repairs, she has been absent from the run for over a week, and was replaced on Wednesday for the first time since her collision with the Prya wall.

FRENCH FINANCES.

UNCERTAIN SITUATION.

Paris, July 9. The Treasury's plight is indicated in the weekly return of the Bank of France, showing that nearly a thousand million francs worth of new banknotes have been printed, while the Treasury funds to meet all demands amount to only three hundred million.

The Treasury has to meet the heaviest obligations at home and abroad, and has to pay debts which cannot be postponed. It possesses barely enough money to last for a week, thus a new measure of inflation is regarded as inevitable.

Renewed heavy selling yesterday created a new low record in francs, 193 1/2, closing at 192 1/2, while Belgian francs touched 209 and closed at 207 1/2, to the pound sterling.

Critical Debate.

Later. The fate of the new Government is in the balance, and it was agreed that to-day's debate would be decisive. The opinion is that the Socialist plan of a capital levy has ceased to count, after Mr. Caillaux in a speech estimated that the Government can rely on 250 votes, but the dubious factor is the attitude of the moderates under M. Marin, who have not yet participated in the debate.

In the meantime, francs in London this morning were rather better, at 187.37, Belgians being 189.25.—Reuter.

JAPANESE WRITING.

THE PROBLEM OF CHOICE.

Although Japanese and Chinese are very different as spoken languages, it is probably not generally known, except to the student of languages, that their written characters are almost identical.

Japan is said to have "borrowed" the Chinese characters a great many years ago and appropriated them to her own use. In addition she has an alphabet of her own consisting of about 48 letters of sounds in common usage. There are a few more not commonly used. These are easy to pronounce if one has a knowledge of Italian syllables, as there is great similarity between them. All the vowels are combined with the sounds corresponding to most of the consonants in the English alphabet. There is no "i" in the language, therefore the Japanese find it very difficult to pronounce a foreign name with that sound. They give it rather the pronunciation of "x."

This alphabet of Japan is called the kana. There are two kanas, one corresponding to the English print called katakana and one to the script called hiragana. (The "a" is always broad and the "i" like the Italian, which is really the sound of "e.") Whenever foreign names are written in Japanese they are put into the katakana, which almost everyone can read. But not so great a proportion of Japan reads the Chinese characters.

Three Thousand Ideographs. Those who study Japanese tell us that a knowledge of 3,000 Chinese characters is necessary before one can read intelligently any book he happens to pick up. It is better to know 5,000 of them. It takes years to be able to learn them thoroughly.

One first begins the study of the Japanese alphabet. All the primers and first readers in the schools are printed in kana. Then gradually Chinese characters are introduced into the lessons, the characters for numbers first. There is an advantage in the characters, as each expresses a whole idea, whereas spelling out words with the kana occupies more space on the page. However, almost all newspapers in Japan have a few columns printed in kana so that those not familiar with the Chinese may read the important news items.

If one learns Japanese he can read the newspapers in China, provided he has learned the characters, but he cannot make himself understood in China. For the character, although meaning exactly the same in either country, has a very different pronunciation. One may enter a shop in either land and know from price tags the cost of an article. But having studied counting in Japan he can hold no conversation with the Chinese merchant, and vice versa.

Romaji Society and Typewriting. There is today a large group of Japanese business men and others in Japan who advocate the use of the Romaji, as they call the Roman letters, in the written Japanese language. They call themselves the Romaji Society. Every word in Japanese can be written in the letters of the English alphabet. Those commercial houses which now make use of the typewriter are already doing that very thing. When writing longhand a brush and India ink are required if one follows custom, but with a pen or pencil one can write the Japanese for "two cents" as "ni sen" in the Roman letters, taking no more time than to crawl it off in Chinese characters with the brush. Many Japanese dictionaries are published in Romaji, the equivalents in kana and Chinese ideographs following each word in lighter type.

If Japan adopts Romaji, the study of the language will be greatly simplified, and the saving of time spent in learning the characters will be tremendous to the average man or woman who does not care to delve into the intricacies of classical Chinese ideographs.

Paris, May 25.—A small painting by Manet, a "Punchinello" twenty inches high and twelve and one-half inches wide, has brought 420,000 francs at a sale at the Hotel Drouot. In addition, the buyer will have to pay taxes of nearly 20 per cent., which will bring the cost to more than 500,000 francs, or about \$17,000. It is said the purchaser is a Frenchman. The picture was shown in the 1874 salon and was bought by the celebrated singer, Jean Baptiste Faure. It was sold in 1878 for 2000 gold francs, or about \$400.

CHINESE CHAMBER.

SUNDRY MATTERS OF INTEREST.

The Chinese General Chamber of Commerce General Committee met in regular session on Thursday afternoon with Mr. Li Yau-tsun, Chairman of the Chamber, presiding. Mr. Ip Lan-chen, General Secretary of the Chamber, submitted various correspondence.

Police searches on duty at the wharves have been careful with vegetable and fruit aboard incoming vessels, almost amounting to wilful destruction, according to allegations made by the Vegetable and Fruit Guild of Hongkong, in a request to the Chamber for representation to the proper authorities. The Chamber has decided to take up the matter on behalf of the Guild.

Chinese residents on the Kowloon side asked the Chamber to take up with the China Light and Power Company the question of the new requirements by the Company by which consumers are required to make a deposit and an advance payment on light bills before service is given.

It was pointed out that small families and shops are finding this new requirement a hardship.

Invitations have been received from the United States and Japan asking for representation at the Fairs at Philadelphia and Osaka respectively, but no action by the Chamber as a whole has been taken on these matters. Individual merchants desiring to enter exhibits may receive further information from the Chamber Secretariat.

The Chinese Druggists Guild of Hongkong was admitted to membership of the Chamber.

THE LATEST COCKTAILS.

NEW ONES INCLUDE "MONKEY GLAND."

The American ingenuity which contributed cocktail after cocktail to the gaiety of nations, still flourishes behind alien bars where a man can quench a thirst like a gentleman.

Year by year the cocktail-mixers who used to shake 'em up along Broadway in the cool of the evening are still thinking up new ones in the various parts of the world to which they fled before the parching winds of prohibition. The grand tourist army of the Republic will discover this summer that there are six different cocktails these days to every one known in 1918.

Not the least inventive of the cocktail-mixers, who left the homeland, is Harry Craddock, now domiciled along the Strand, where the mating season of gin and vermouth is in full swing.

Prompted, perhaps, by one of these high-powered press agents, which Europe is learning to use in attracting American tourists, Harry sat himself down the other day to write a few letters to the boys back home, telling them of his progress in inventing cocktails.

"Why, when I was at the Hoffman House on Broadway, I tended the thirst with a choice of about forty different cocktails," his letters said. "Forty, gentlemen. If you come and look me up to-day at the Hoffman House, I'll give you a choice of two hundred and eighty (280) different cocktails, which shows we have not been wasting our time."

The American bartender, though he has been expelled through force of circumstances from his spiritual home, still carries on bravely. He is still proud of his profession and is still waving the silver shaker, and is ready to come back when ever he is wanted.

And just to show that he hasn't been wasting his time, Harry sends along his spring list of cocktails, coolers, daisies, fizzes, flips, highballs, rickys, smashes, soups, liqueurs, cordials and trappes. There are almost 200 in the list, and Harry says he has 100 more up his sleeve that had to be omitted for lack of space, perhaps, or in pure tender heartedness.

All the oldimers are listed, and some new ones, such as Brain Storm, Side Car and even Monkey Gland. Perhaps this summer the Hotsy-Totsy will be added.

RICH WIDOW'S MILLION.

LAW AT LAST WAKES UP.

Berlin.—A matrimonial advertisement, a series of mysterious murders, and a ten-years-long "vendetta" of a merchant against his brother-in-law are the "chapter headings" of an amazing story which comes from Dresden, the Saxon capital.

In 1912 Herr Trips, a well-known Dresden furniture manufacturer, died and left his widow a fortune of a million marks (say \$50,000).

Widow's Lure.

Three years later Frau Anna Trips read the following advertisement in a Dresden newspaper: Gentleman, in Government service, with high title, wishes marriage with lady of fortune. She sent a reply, and eventually she met the advertiser, an old and ugly little man, with a hook nose and white hair.

He gave his name as Dr. Robert Justus Boehme, and he said he was a highly-placed army doctor.

Frau Trips would have nothing to do with him; but one day he came to her house with a large wreath and persuaded her to go with him to the grave of her husband.

There he was so eloquent that she accepted his proposal of marriage.

After Re-Marriage.

Two days later, their wedding took place. As soon as they were married, Dr. Boehme said to her, "You must now have no more to do with your friends and relatives."

And certainly they heard no more of her for a long while.

Then, late in September, 1916, Frau Boehme's brother, Herr Landrock, a prominent merchant of Dresden, learned that his sister had had an accident in the hunting field.

He immediately went to Gross Rottendorf, where the couple lived.

He was met at the door of the house by Dr. Boehme, who refused him admission, but Landrock brushed past him and entered a room where the family lawyer was reading out the official report of Frau Boehme's death.

"I do not believe it was an accident," cried Herr Landrock, whereupon he was thrown out of the house by the back door.

As he was being hustled across the courtyard he had the hideous experience of seeing part of his sister's body, sticking out of the coal-shed.

Law's Delays.

Then Herr Landrock began his long campaign to bring Dr. Boehme to justice for what he (Landrock) believed to be murder.

It has lasted nearly ten years—surely an unparalleled example of the law's delays.

His inquiries brought extraordinary things to light. He declares that Dr. Boehme poisoned his first wife and did to death the child of his second marriage.

Landrock says Boehme married Frau Trips so as to obtain money to pay his daughter her heritage of 70,000 marks which he had squandered, and on the very day (so Landrock alleges) on which he obtained the last portion of that amount he killed his third wife (Landrock's sister).

Story of the Chase.

On the day when Boehme had obtained the final installment of the 70,000 marks the couple went out shooting together. Boehme alleged that he tripped over a tree root, and that his gun went off and killed his wife.

Landrock laid the information before a court-martial after long delays; but when the case appeared to be going against the accused, Dr. Boehme retired into civil life; so that the military proceedings stopped automatically.

Then the long-drawn-out civil proceedings began. On one pretext or another they were constantly adjourned.

Now, after ten years, the police have taken definite action. Dr. Boehme has been arrested, and a full judicial inquiry is opened.

The Zurich court awarded \$4,240 damages to a wealthy tradesman for injuries received during radium treatment. A doctor whom he consulted declared that he was suffering from cancer of the tongue; and sent him to a radium specialist for treatment. His mouth was so badly burned that he was unable to speak or eat, and the doctor was obliged to amputate the lower portion of the jaw in order to preserve the man's life. The tradesman brought an action against both the specialist and the doctor for neglectful treatment. The doctor was acquitted, but the specialist was ordered to pay damages and costs.

To-night's the Night

GRAND OPENING

Cafe Restaurant Parisien

DINNER DANSANT

8 p.m.

Telephone C. 1576 for Reservations

Dance to the music of the

GREAT PARISIEN SYNCOPATORS

Dinner per cover \$3.00

Non-diners \$1.00

NOTE: The Restaurant and Tea Rooms are open daily from 9 a.m. to 12 midnight.

L. G. TAYLOR,
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MILKMAID
STERILISED
NATURAL
MILK

WOMEN'S INTERESTS

MEANS
SAFETY
NO
MICROBES



Large hats are in favour these days. The above picture shows the last word in both types of millinery.

SUMMER PERFUMES.

Summer perfumes, as such, have a definite place in the toilette of the woman who would be correct. It seems that such a perfume is "lighter" than the orthodox kind. A fresher, daintier fragrance prevails. Yet, try as you will to identify the owner and name it, it eludes you, if it is a true hot-weather perfume. That is, part of its charm, since summer is the season for things evanescent.

The difference is accomplished by using a mixture of lighter oils, and a combination of scents, instead of the fragrance of a single flower. A one-flower scent results in a heavy cloying atmosphere not so good for hot weather. Most of the summer perfumes are named as such—and such a "bouquet," to distinguish them from the heavy attars that are included in a winter dressing table.

ONLY EIGHT OUNCES!

Seven ounces of flimsy frock and an ounce of stockings is all that will stand between the snappy woman, dresser and the world at large this summer.

The wardrobe of the more conservative woman, who still wears underthings, will be only six ounces heavier.

Any woman who wonders whether she is overdressed during the warm weather will have merely to put all her clothes on one side of a scale and her 16-ounce shoes on the other. The shoes should win.

These weights are virtually official for summer wear, and represent almost the maximum. Some extra fine stockings weigh only one quarter of an ounce. They are so gossamer-like that salesmen say seventeen pairs of them can be passed through a wedding ring at one time. But so few women wear wedding rings now that the test has not been made.

THE PERMANENT WAVE.

WHAT IT REALLY IS.

Permanent waving is the art of changing straight hair into permanently curled or waved hair, to resemble as nearly as possible, naturally curly hair, and to remain permanently so until that part of the hair has grown out, says Mr. W. L. Aylesworth, of the Empress of Canada. To do this, three steps are necessary—to moisten the hair with a lotion, win! it on the curling rod, and steam it. Many people have the mistaken idea that the permanent waving machine produces the wave, but it does not, any more than a sewing machine produces a dress. The permanent waving machine has actually been misnamed. It is really a combination of tools and these tools in order to produce a satisfactory permanent wave must be operated or guided properly by a competent operator.

A single hair is composed of tiny cells or scales which overlap—somewhat similar to the scales on a fish, and when these are bent or wound very tightly around a curling rod the cells on the side of the hair opposite the curling rod are opened.

The action of the lotion when turned to steam merely swells the cells, which have been opened by the hair stretched on the curling rod, and keeps them permanently swollen and open, thus making the hair act like a piece of blotting paper to absorb moisture and curl more readily when exposed to water.

The only purpose that the heat on the machine serve is to turn the moisture in and around the hair to steam and to keep this moisture at steaming temperature—212 degrees—for a period of time. Unless the hair is wrapped tightly on the curling rod the cells will not open—the steam will affect both sides of the hair alike, and it will not be curled when removed from the rods.

The curling rod is therefore a form around which the hair is moulded. If the hair is wrapped flat or bent around the rods, the cells are opened uniformly on one side of the hair and when set reproduce the "mould" effect or resemble naturally curly hair. If the hair is twisted around the curling rod, each individual hair is not only twisted around the rod, but around each other hair in the strand. This is the reason why the twisted wind produces a tighter wave.

Shampooing the hair before the wave is necessary to clean and soften the hair, and remove the natural oil from the surface of the hair. Oil and water do not mix, therefore, if the hair is coated

THE VOGUE OF LACE.

All lace dresses, with accompanying cape wraps made entirely of the lace and ribbon-trimmed, are among the most elaborate of formal and semi-formal clothes for the present time and for the summer. Since lace has not been used so extensively for a long, long time, these lovely garments are welcomed with delight and worn with the consciousness that one is, particularly well and modishly dressed.

Similar and less expensive ensembles of this order are developed in georgette, lace-trimmed; or net is combined with lace. Again, frequently, silk is the foundation material, and net and lace serve as the embellishments.

Such a combination is noted in certain evening gowns that pleasingly show the influence of period costumes—the periods of dress when voluminous skirts, fitted bodices and off-the-shoulder berthings were the mode in feminine attire.

This type of gown, calling, as it does, for a more lengthened skirt than has been worn for some time, must, it is conceded, have some influence upon skirt lengths in general. It is undoubtedly true that a trend toward longer skirts is sensed by those who watch with understanding the new modes and the constant evolution of fashion.

CARE OF ORGANDIE.

Although dainty and cool to wear, organdie is a far more serviceable fabric than its texture might lead one to expect. Given proper care it will give long service and keep its "life" and crispness.

Several fine soaps on the market are suitable for washing such material. Prepare a fluffy suds in hot water, but be certain to allow it to cool to a lukewarm temperature before putting in the organdie. Do not rub the material but dip it up and down in the suds until clean. Dirt leaves organdie very easily. Do not pass it through the wringer or twist it vigorously in the hands.

Rinse carefully and then press out as much of the water as possible with the hands, and wrap in a Turkish towel to dry for a while previous to ironing. Iron while quite wet with a fairly cool and a very, very clean iron. The article will then look as lustrous and lovely as when new. Ironing while wet stiffens the fabric, so it should never be starched, and pressing the fabric on both sides gives back the original gloss.

If hung on a line to dry the weight of the water in the material causes it to stretch.

MILLION BEADS.



This bag from Paris has 1,000,000 steel beads strung in the design of the famous stained window of Notre Dame Cathedral, and took 301 days to make.

MAXIMS FOR THE MARRIED.

For the wife:—

Don't ask your husband unnecessary questions.

Don't irritate him with over-much cherishing.

Don't "tidy" his possessions.

Keep a good cook.

See that his clothes are mended, and well brushed.

Keep—your temper.

Give him a sitting-room of his own.

Give him your sympathy and interest in masculine affairs.

Give him to understand, without making a fuss, that you love him dearly.

For the husband:—

Don't explain your pet hobbies to your wife.

Don't ask her what she has done with the money you gave her.

Don't criticize her possessions.

Keep her amused.

Keep in mind her birthday and your wedding-day.

Keep—your temper.

Give her a regular allowance.

Give her your sympathy and interest in feminine affairs.

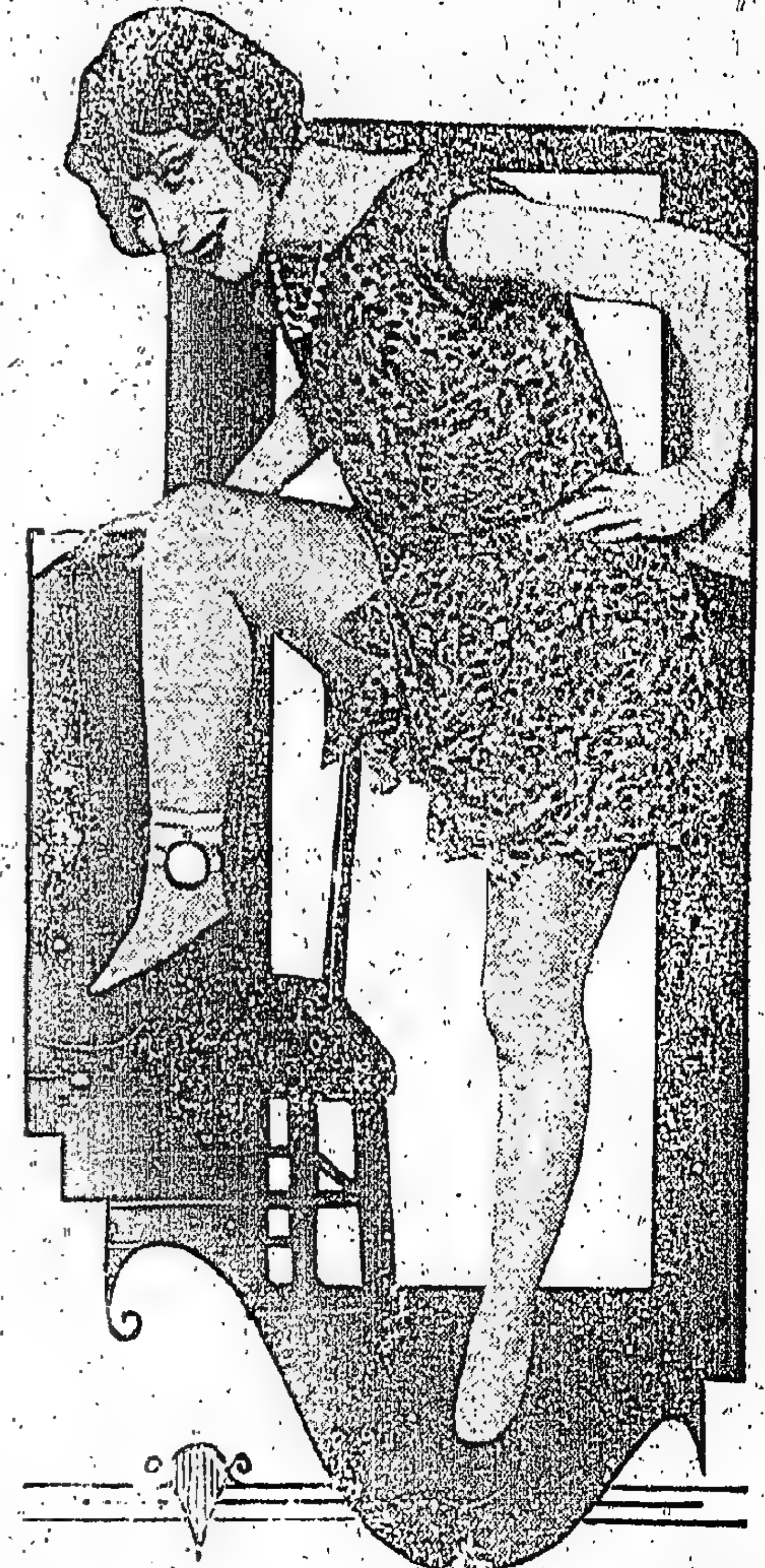
Give her to understand, making a great fuss, that you love her dearly.

LATEST NOVELTIES.

Dagger-shaped pins are being worn on hats this season. They are made of dull metal or of rhinestones and are stabbed through the hat wherever the draped effect is required. Rhinestone monograms are also frequently used as hat ornaments. Animals, birds, etc., of rhinestones are not used as generously as these more tailored effects.

Stockings studded with brilliants to form an ankle bracelet effect are sold in several smart shops. The brilliants are set into the stocking in the same manner that they are studded into dress material. Since one ankle should be without the bracelet effect, one buys a pair of brilliant-studded stockings and a pair of matching plain stockings and wears one of each set at a time.

Earringed-hats are the latest thing for evening wear. Brilliants set in huge loops or pendants are sewed at the sides of the small hat to give the earring effect. A large flat brimmed hat has but one huge earring at the left side giving the Italian vendor idea.



Miss Perle Banks, with a pedometer on her trim ankle found that she dances 2,380 yards or nearly a mile and a half every night.

THIS WEEK'S RECIPE.

DELICIOUS COFFEE CAKES.

To make these you require 1 tablespoonful of Symington's Coffee Essence, 3 ounces each sugar and butter, 3 beaten eggs, 3 ounces of cornflour, 4 ounces of

flour, 1 ounce chopped cherries, a few blanched and split almonds. Beat butter and sugar to a cream, and add the eggs; stir in the coffee essence, and then add, slowly, the flour, and the cornflour, mixed. Beat all well, add the cherries. Pour into small buttered tins; put half an almond on the top of each, and bake in a quick oven for about a quarter of an hour.



This is the latest thing in millinery. It is of brocaded lame with a pearl buckle, and extremely feminine.



A new picture of Ethel Shutta, Broadway dancing star, who recently married George Olsen, jazz orchestra leader.



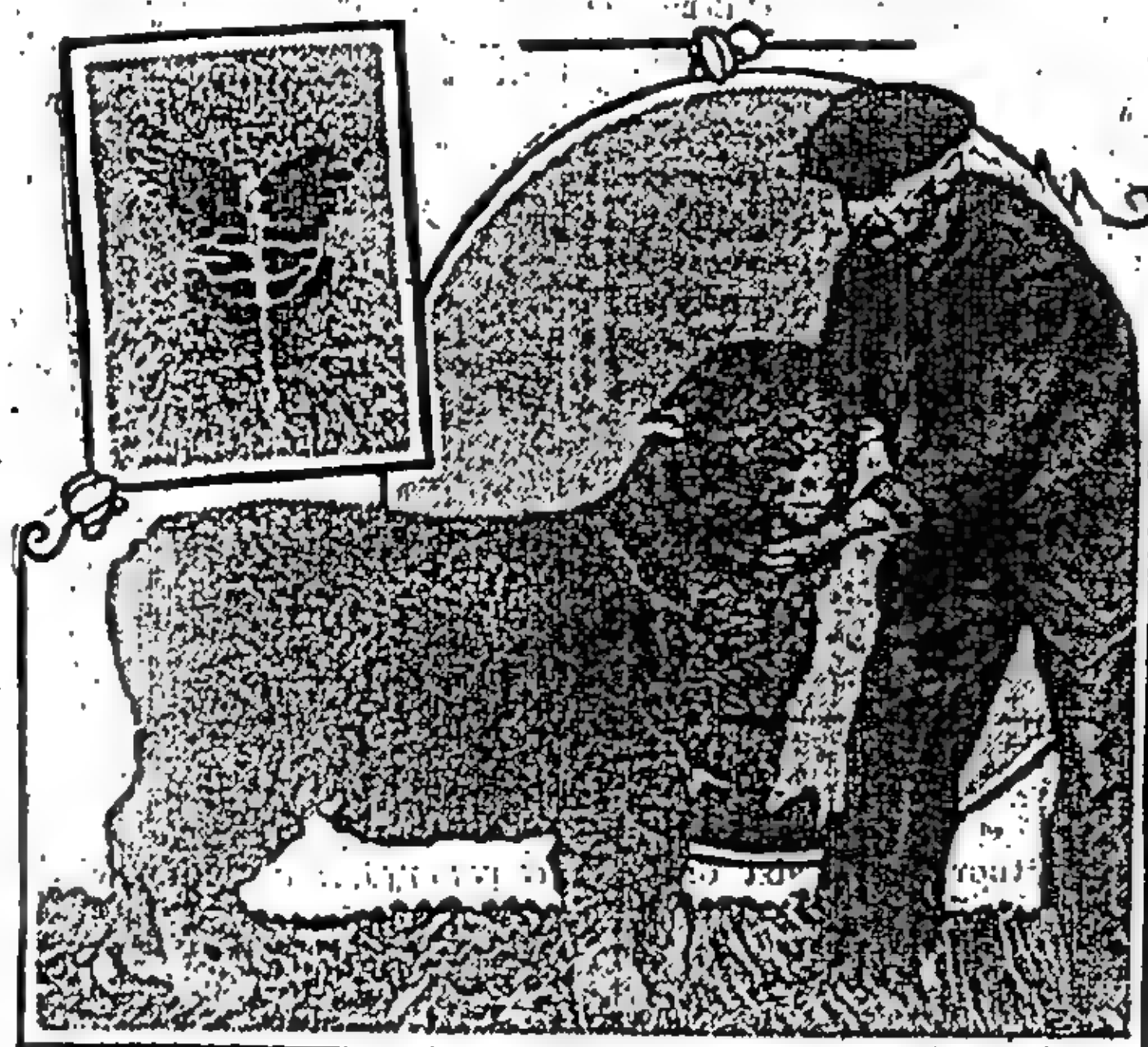
WEDDING BELLS AT SHANGHAI.—On Saturday, June 19, at St. Joseph's Church, Miss Maria Jose (May) Loureiro was married to Mr. Kenneth Ashdowne. The bride is the second daughter of Mr. W. J. Loureiro, Commissioner of Customs at Nanking.



DINNER IN HONOUR OF HAMBURG MERCHANT.—Group including the proprietor, staff and friends of Messrs. Harrendorf and Co., who were present at a dinner party given by Mr. Lee K. Chong of that firm, in honour of Mr. Wecker, of Messrs. Muench and Wecker, Hamburg, who has recently been on a business trip to Shanghai.



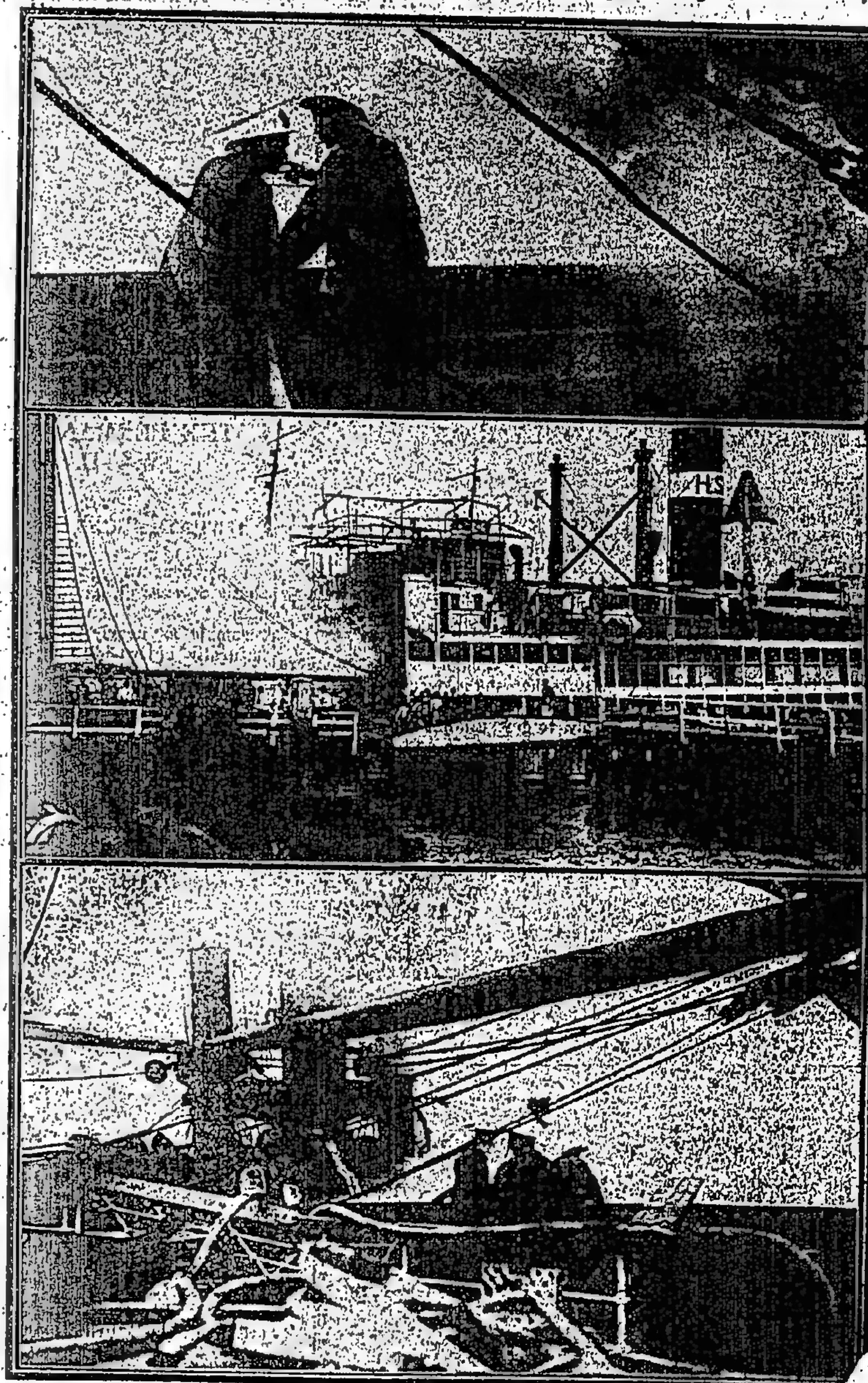
A PRETTY JUNE WEDDING.—A very pretty wedding took place on June 8 at the Church of the Sacred Heart, Shanghai when Miss Annie Elizabeth White, eldest daughter of Mr. and Mrs. D. White, of Shanghai became the bride of Mr. John Kearns, second son of Mr. Thomas Kearns and the late Mrs. Mary Kearns of Dublin.



A NOSE PRINT.—A sheep's nose like a man's thumb, seems to be its own particular property, so the Michigan State College has adopted a nose printing system to identify the fleecy animals. After three years of experimenting, college specialists say there is yet to be found two sheep with similar nose lines. The print made from the animal in the picture shows what the sheep's nose print looks like.



NORTHERN FIGHTER.—This is one of the warriors of the army of Chang Tso-Lin, Manchurian war lord. Note the rapid-fire rifle.



GERMAN STEAMER FIRE.—The Hugo Stinnes steamer Adolf von Baeyer was damaged in a fire which broke out at 6.55 p.m. on Tuesday last and was not completely subdued until some days later. The vessel was tied up at the China Merchants' Eastern Wharf at the time and three fire floats and two tugs, together with shore forces, were engaged.



CHINESE PRINCE'S WEDDING.—The marriage of Prince Pu China, cousin of the "Boy Emperor" Pu Yi, and Miss Tsong Huang-yuan, daughter of Tseng Teh, Home Minister in the Manchu regime, took place in Peking in accordance with all the old Imperial rites.



CHINESE PRODUCE INDIAN MY TERY PLAY.—Group of the cast of "Chitra", mystery play by Rabindranath Tagore, produced by Professor H. P. Shastri, in the Nankwa Institute of Art and Commerce. Reading from left to right: Professor H. P. Shastri (producer), Willer Chai (Vasanta), Arthur Lee (Chitra), N. Y. Woo (Arjuna), and S. Zhang (director).



YOUTHFUL PRODIGY.—Miss Sonoko Ito, nine years old, is Tokyo's latest child prodigy. Her piano playing is said to have excited the admiration of visiting foreign musicians, who predict a great future for the little girl.

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EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(K. Asia and E. Russia call at Nagasaki the day after departure from Shanghai)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
July 14	July 16	E/RUSSIA	July 17
Aug. 11	Aug. 13	E/ASIA	Aug. 14
Aug. 25	Aug. 27		Aug. 28

Passenger Department: Tel. C. 752
Freight and Express: Tel. C. 42



SEATTLE & VICTORIA

via

SHANGHAI—KOBE—YOKOHAMA

S.S. "PRESIDENT GRANT"	July 15th, 5.00 p.m.
S.S. "PRESIDENT MADISON"	July 27th, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	Aug. 8th, 5.00 p.m.

EUROPE £120—£112

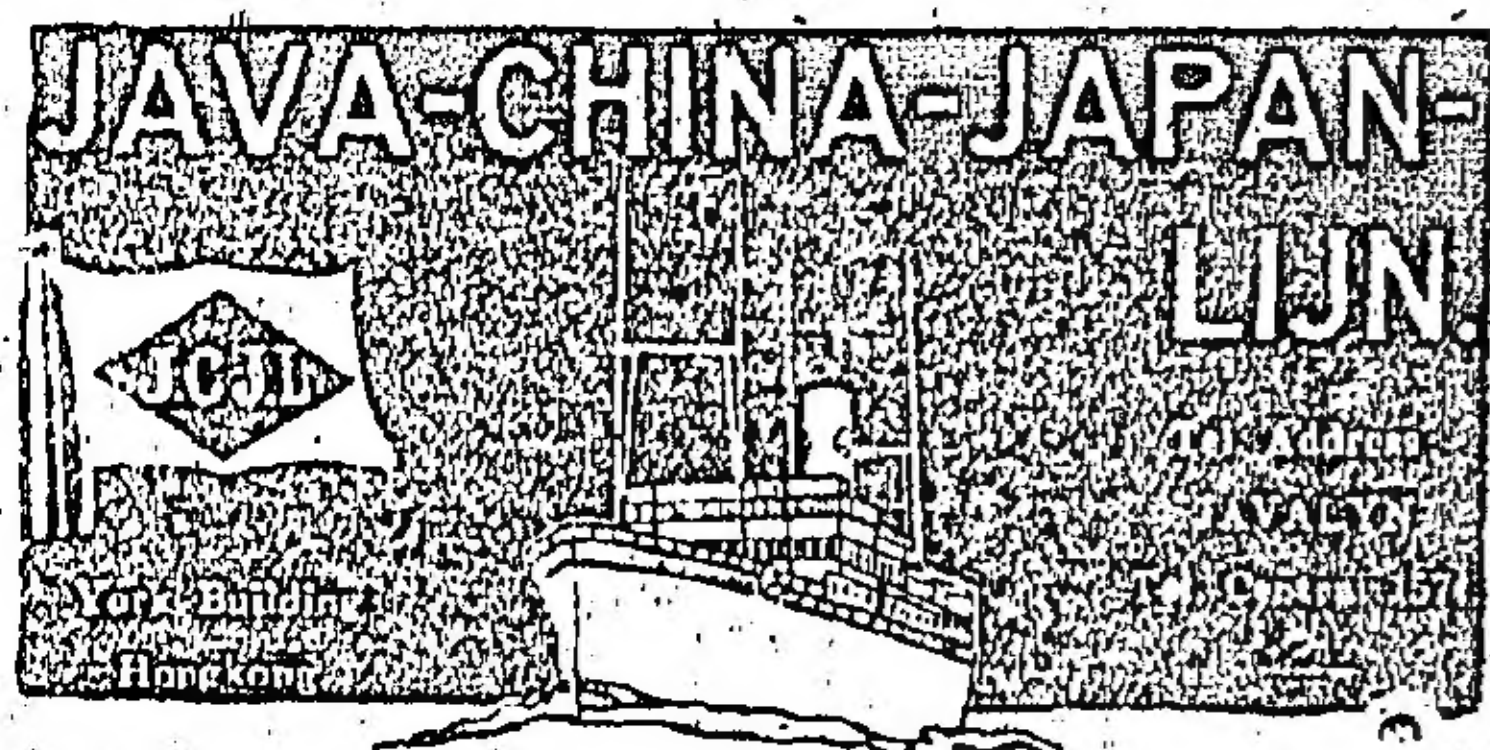
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FOR MANILA

S.S. "PRESIDENT MADISON"	July 19th, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	July 31st, 5.00 p.m.
S.S. "PRESIDENT McKINLEY"	Aug. 12th, 5.00 p.m.

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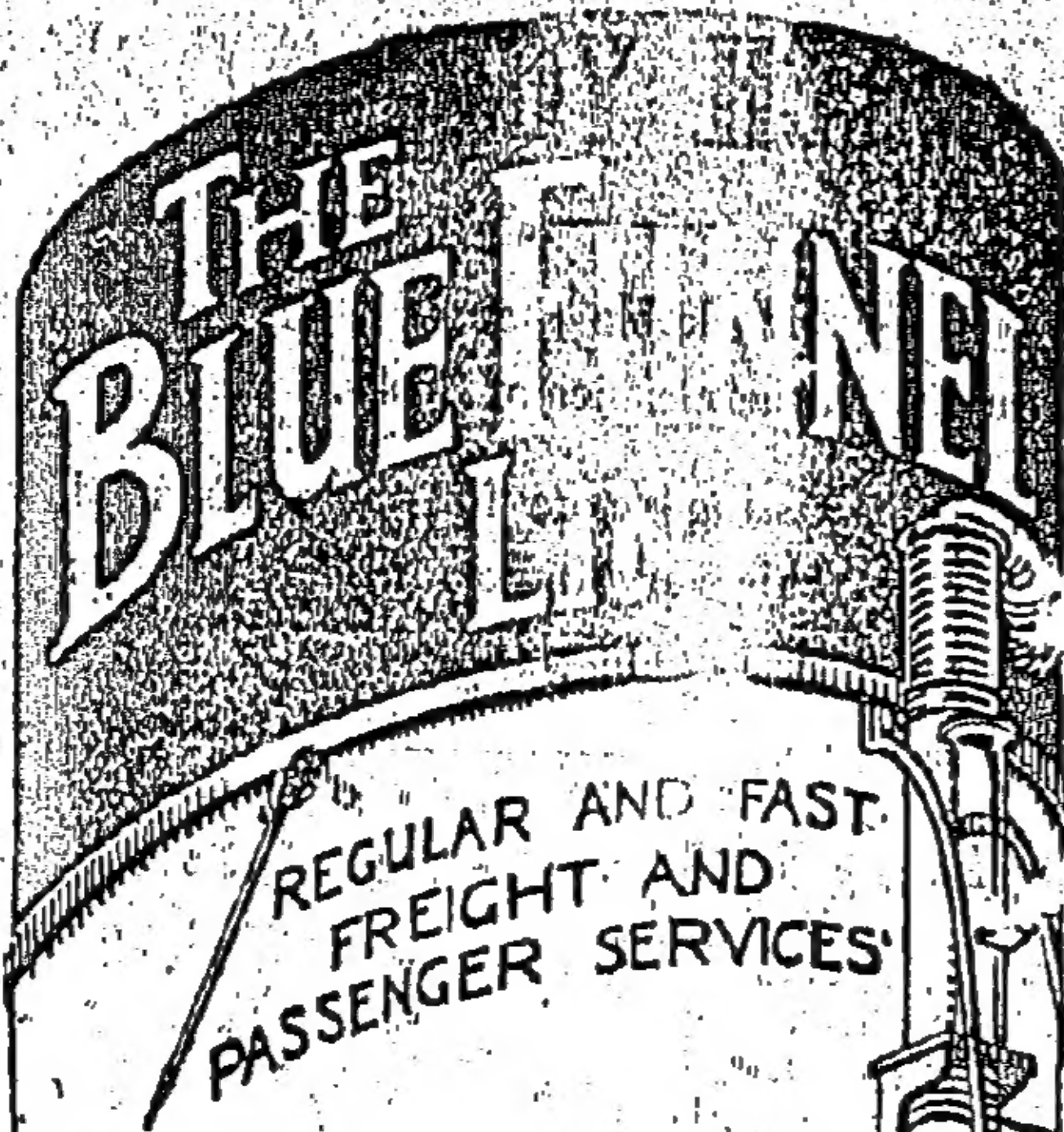
Steamers	From	Expected on or about	Will leave on or about	For
Tjisaraea	Batavia	11th July	12th July	Shanghai
Tjiluwong	Java	11th July	13th July	Java
Tjikarang	Shanghai	12th July	15th July	Batavia
Tjipanas	Soerabaya	13th July	16th July	Soerabaya
Tjimanoeck	Java	20th July	23rd July	Amoy, S'hai
Tjisaraea	Shanghai	26th July	29th July	Batavia
Tjikini	Dalny	4 August	6 August	Soerabaya

†Via Macassar

†Via Batavia

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"HECTOR"	28th July	Marseilles, London, Harb. & Glasgow
"AUTOLYCUS"	10th Aug.	Marseilles, London, Harb. & H'burg
"ASPHALION"	24th Aug.	Marseilles, London, Harb. & H'burg

LIVERPOOL SERVICE

"YANGTZE"	20th July	Genoa, Havre, Liverpool & Glasgow
"GANGA"	20th Aug.	Genoa, Havre, Liverpool & Glasgow
"TELEMACHUS"	20th Sept.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"KORF & YOKOHAMA"	via K. & Y.	Victoria, Vancouver & Seattle
"PHILOCTETES"	15th July	Victoria, Vancouver & Seattle
"TYNDAROS"	7th Aug.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LAOMEDON"	16th July	New York, Boston & Baltimore
"DOLUS"	27th Aug.	New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR"	28th July	Singapore, Marseilles & Harb.
"SARACEN"	28th Sept.	Singapore, Marseilles & Harb.
"PATROCLOS"	19th Oct.	Singapore, Marseilles & Harb.
"ANTENOR"	17th Nov.	Singapore, Marseilles & Harb.

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Pres. Hayes	Aug. 17—8.00 a.m.

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Pres. Wilson	Aug. 1 12 noon
Pres. Lincoln	Aug. 15—12 noon

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In connection with above Steamers are hereby informed that their goods will be landed at the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. today requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday the 12th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me, on or before the Thursday the 15th inst. or they will not be recognized. All damaged packages will be examined on Monday the 12th instant at 10.00 a.m. by Messrs.—Goddard and Douglas.

No fire insurance has been effected.

J. LIMAGE

Hongkong, July 6, 1926.

CONSIGNEE NOTICES.

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(NIPPON YUSEN KAISHA.)

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Goods not cleared by the 10th July 1926, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA

Hongkong, 5th July, 1926.

KANGAROO THAT CLIMBED TREES.

PREHISTORIC LION WITH A POUCH.

Sydney, N.S.W.—Astonishing discoveries made in the famous Wellington Caves include fossil remains which have been identified by Dr. C. Anderson, director of the Australian Museum, as those of the marsupial lion, an animal which combined the pouch of the kangaroo with the general characteristics of the African lion.

Few specimens of the remains of this marsupial have been found in recent years, but the great comparative anatomist, Professor Owen, has described it as one of the fiercest and most destructive of predatory beasts known to naturalists.

Other new discoveries in these stalagmite caves have been classified as those of the diprotodon an animal of the kangaroo type, but immensely greater in bulk than a full-grown rhinoceros.

Some mystery attaches to these remains as the diprotodon was never a cave-dweller, but always roved the open. Dr. Anderson expresses the view that the remains now found are those of a beast which happened to be imprisoned in the caves by some convulsion of nature.

The fossils indicate an animal with an enormous head and a thick, strong neck, extremely large, chisel-shaped teeth, and well-marked fingers and toes. The foot structure shows that these animals or their immediate ancestors were tree-climbers, the big toe, being placed nearly at right angles to the others in order to enable it to obtain a grip as it mounted.

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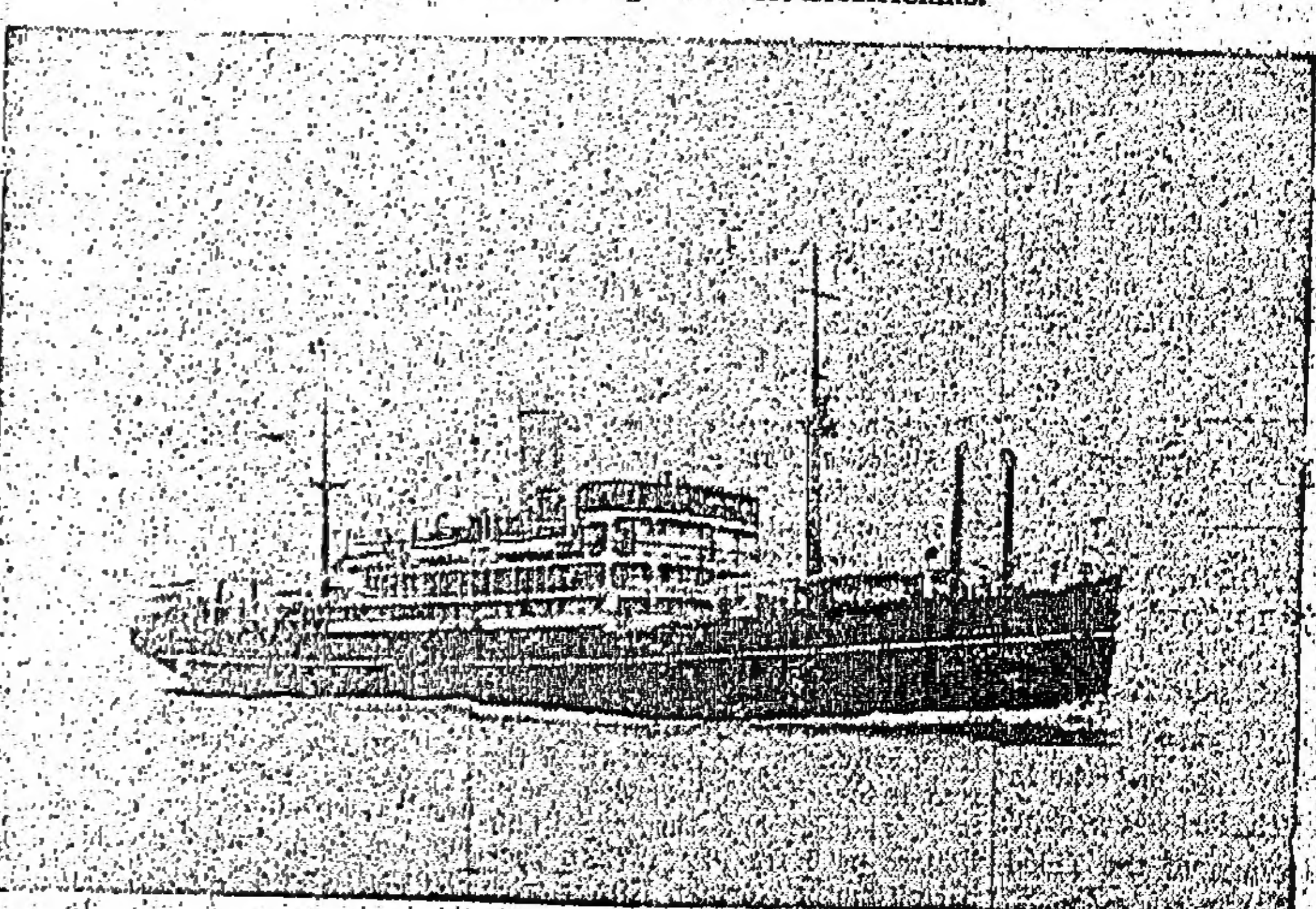
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ALIPORE	5,273	17th July	S'pore, P'ang & Bombay
PADUA	5,907	19th July	M's, Hamburg Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang C'bo & B'bay
KANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	7th Aug.	M's, London & Antwerp
MADEONIA	1,1089	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M's, London & Antwerp
NAGPORE	5,283	10th Sept.	M's, London & Antwerp
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,065	2nd Oct.	Marseilles & London
MOREA	12,018	16th Oct.	Marseilles & London

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BRITISH INDIA-APCAR SAILINGS

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TILAWA	10,006	15th July	S'pore, Penang & Calcutta
TALAMBA	8,018	23rd July	S'pore, Penang & Calcutta
SHIRALA	7,841	3rd Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'bane,
ARAFURA	6,000	2nd Oct.	Sydney and Melbourne.

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SHIRALA	7,841	15th July	Shanghai Moji Kobe
TALMA	10,000	20th July	Moji & Kobe
MACEDONIA	11,089	22nd July	Shanghai Moji & Kobe
NAGPORE	5,283	2nd Aug.	Shanghai Moji & Kobe
TANDA	6,900	3rd Aug.	Moji Kobe Osaka & Yok
KALYAN	9,144	5th Aug.	Shanghai Moji & Kobe
TAKADA	6,949	6th Aug.	Shanghai Moji & Kobe
SANTHA	7,754	15th Aug.	Shanghai Moji & Kobe

All dates are approximate and subject to alteration without notice.
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SERVICES CONTRACTUELS.

Mail Steamers	Next Sailing from Marseilles	Prob. arr. 1st leg and Sailing for Shanghai & Japan	P. & O. Sailing from Hongkong for M's.
ANDRE LEBON			20th July.
PAUL LECAT			3rd Aug.
G'AL-METZINGER		20th July	17th Aug.
FONTAINEBLEAU		3rd Aug.	31st Aug.
AMAZONE	16th July	17th Aug.	14th Sept.
ANGERS	30th July	31st Aug.	28th Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	12th Oct.

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S.S. OOSTERK	23rd August.
S.S. OUDERK	20th September.

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S.S. OLDEKERK	10th July.
S.S. GEMMA	7th August.
S.S. ZOSMA	4th September.

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TENYO MARU ... Monday, 9th Aug.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

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GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

TAIYO MARU ... Saturday, 17th July

TAIYO MARU ... Saturday, 31st July

TAIYO MARU ... Wednesday, 21st July at 11 a.m.

TAIYO MARU ... Wednesday, 18th Aug.

BOSTON via PANAMA.

TAIYO MARU ... Friday 6th Aug.

TAIYO MARU ... Friday, 6th Aug.

TAIYO MARU ... Monday, 12th July

TAIYO MARU ... Thursday, 29th July

TAIYO MARU ... Saturday, 10th July

TAIYO MARU ... Thursday, 22nd July

TAIYO MARU ... Saturday, 17th July

TAIYO MARU ... Monday, 12th July

TAIYO MARU ... Wednesday, 14th July

TAIYO MARU ... Wednesday, 21st July

TAIYO MARU ... Wednesday, 21st July

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"A" Class £72. 10. 0d "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... 12th July.

S.S. "ROSANDRA" ... 5th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 5th August.

S.S. "ROSANDRA" ... Sails about 31st August.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA" ... Sails from Calcutta 31st July.

S.S. "UMVOLOST" ... Sails from Calcutta 31st August.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Sunday the 11th July, s.s. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and leave Macao at 3 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal From Hongkong 30th July.
S.S. "MALVERNIAN" via Suez Canal From Hongkong 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 30th July.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, London & Havre, From Hongkong.
S.S. "ROMEO" ... 23rd July.
For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STAMER" From Hongkong July, August.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindi, Port Natal, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Makutan" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
TAIPING	14th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36.

Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "LAOMEDON" ... via Suez Canal ... 16th July.

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 30th July.

S.S. "MALVERNIAN" ... via Suez Canal ... 13th August.

S.S. "DOLUS" ... via Suez Canal ... 27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

CHINESE OPTICAL CO.

Refracting and

Manufacturing

Goggles Glasse

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central

META.

J. ULLMANN & Co.
Alexandra Building
Chater Road,
Hongkong.

WATCH MANUFACTURERS
DIAMOND MERCHANTS
& JEWELLERS.

Silver & Electro-Plated
Wares.
Baccarat Cut Glasses
Fancy Goods, etc.

Houses in Tientsin, Paris
Shanghai, Hankow and
Peking.
Factory in La Chaux-de-
Fonds Switzerland.

Mrs. J. CRAWFORD,
Massage Hall
No. 14, Zetland Street

Columbia
New Process RECORDS

THE
PIRATES
OF
PENZANCE

VOCAL GEMS
Record No. 297
AT
ANDERSON'S



Holyoak, Massey & Co., Ltd.
Distributors.
Queen's Bids. Tel. C.678.

HOTELS.

THE
HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL SHANGHAI"
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels: K.608 & K.609 Cable address: KOWLOON, Hongkong.

Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373 Telegraphic Address "VICTORIA"

THE EUROPE HOTEL.
SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2750. Managing Director.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. (Wing Woo Street
TEL. 25 Central

Printed and Published for the Proprietor by **FREDERICK
PERCY FRANKLIN**, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

COAL STOPPAGE.

MORE HELP FROM RUSSIAN
WORKERS.

Moscow, July 9.
The official Tass Agency declares
that the report that the Soviet
Government has prohibited collec-
tion in Russia for British miners
is without foundation and states
that Russian Trade Unionists have
resolved to make regular reduc-
tions from their wages ranging
from one quarter to one half per
cent. during the entire period of
the British coal stoppage.—*Reuter.*

NO IMMEDIATE MOVE.

Rugby, July 9.
Although arrangements are
complete for taking back to work
the miners who present themselves
in response to the colliery owners'
new wages offers, it is not ex-
pected that the full effect of the
passage of the Eight Hours Bill,
which makes these offers possible,
will be apparent immediately.

In Parliamentary circles the
view is taken that any new move
towards negotiations in the dis-
pute is unlikely during the next
few days, and that a week or a
fortnight may elapse before any
important development is re-
corded.

The safety men have continued
in the mines throughout the dis-
pute, and it is reported that the
pits have in consequence been kept
in good order in readiness for the
men to restart.

The National Union of Railway-
men's delegate conference at Wey-
mouth to-day decided to endorse
the Executive's decision to take no
action on the miners' request to
impose an embargo on imported
coal.—*British Wireless.*

LOCAL RADIO.

(Continued from Page 1).

that a wireless-telegraph station
has been established, or is being
maintained, or used, or is in the
possession of any person, without
a valid licence under this Ordinance,
he may grant a search warrant
to any police officer to enter the
place or ship (not being or
having the status of a ship of war)
where it is believed that the wire-
less telegraph station has been
established or is being maintained,
or used, or is in the possession of
some person, and to search such
place or ship, and to seize any ap-
paratus which appears to him to
have been established or maintain-
ed, or used, or to be in the posses-
sion of any person, in contraven-
tion of this Ordinance.

THE PENALTIES.

Every person who contravenes
any provision of this Ordinance or
of any regulation made thereunder,
and every person who fails to com-
ply with any condition of any
licence issued under this Ordinance,
shall upon summary conviction
be liable to a fine not exceeding
one thousand dollars or to im-
prisonment for any term not ex-
ceeding twelve months.

It shall be lawful for a magis-
trate to order to be forfeited to
the Crown any apparatus with
respect to which any offence
against this Ordinance has been
committed, whether any person
shall have been charged with, or
shall have been convicted of, such
offence, or not.

BIG SHIPPING SALE.

U. S. SHIPPING BOARD
DISPOSALS.

New York, July 9.
The Shipping Board is endeavour-
ing to sell Government passen-
ger boats and cargo boats includ-
ing the "Leviathan," the George
Washington, President Harding
and President Roosevelt. The
bids must be satisfactory and must
be made by American citizens or
Companies. Under the existing
law the ships must continue to fly
the American flag and cannot be
handed over to foreign registry.

It is rumoured in shipping
circles that the International
Mercantile Marine Company will
probably bid for the four ships
named and some others.—*Reuter.*

OTHER BIDDERS.

Later.
It is further rumoured that
bidders for the vessels owned by
the United States Shipping Board
include the Harriman interests,
who last week leased from New
York two of the largest north
river piers for ten years.—*Reuter.*

STREET ACCIDENT.

RICKSHA PULLER SENT TO
HOSPITAL.

Just after ten o'clock this
morning an accident occurred at
the junction of Pedder Street
and Des Voeux Road which re-
sulted in a ricksha puller being
sent to hospital and a European
being thrown from the ricksha
and narrowly escaping injury.

The ricksha, in which the
European was riding, had to pull
up sharply when going from Ped-
der Street into Des Voeux Road
owing to a tramcar passing in
front of it. A motor car, which
was proceeding behind the ricksha,
failed to pull up quickly enough
and rammed into the back of the
vehicle, overturning it and pin-
ning the puller underneath. The
European fare was thrown out
but escaped injury.

The coolie, who was not very
badly injured, was sent to hos-
pital.

FALSE RUMOUR.

(Continued from Page 1).

of munitions of war for the Canton
Government. The exact quantity
is not known, but it would appear
that the consignment is a big one,
on account of the many lighters
employed and the length of time
it took to discharge the cargo.
Many gunboats were placed on
guard against untoward contin-
gences, as it is well-known that
this part of the delta is infested
with pirates. It is stated that
the greater portion of this consignment
consists of heavy and field
artillery, and machine-guns.

WANG CHING-WEI'S FUTURE.

It is said that General Chang
Kai-shek is now ready to invite Mr.
Wang Ching-wei, the former Chair-
man, back to Canton. It will be
recalled that Mr. Wang was forced
to "save his face" by leaving
Canton some three months ago
because of the alleged usurpation
of his power by General Chang
who was said to have taken action
of State importance without refer-
ring first to Mr. Wang in his cap-
acity as the head of the Kuomintang.
If Mr. Wang returns, however, it
will simply be a figure-head, as in
time of war, the Commander-in-
Chief will be the supreme power.
Following the resignations of
Mr. Chang Ching-kiang as Chair-
man, and Mr. Yeh Cho Chang, as
Chief Secretary of the Central
Executive Committee of the
Kuomintang, other leaders of
the Kuomintang have also dropped
out. Mr. Shao Li-tze, the Chief of
the Young People's Division, and
other minor leaders left Canton
a few days ago.

WAR DEBTS.

PLEAS FOR CANCELLATION.

New York, July 9.
In a leading article on the
march of disabled and other ex-
servicemen planned to take place
in Paris on Sunday as a protest
against the ratification of the
French debt settlement with the
United States, the *World* says that
no intelligent person in this coun-
try believes that the debt settle-
ment can last for 62 years. There
are devices for postponing the
ultimate settlement for which the
public is not yet ready.

The *New York Times* opines that
even the most complacent Ameri-
can cannot without an inward
twinge consider the piteous march
of 15,000 war cripples who un-
doubtedly speak the unuttered
feelings of the majority of the
French people. The paper warns
Americans not to blind themselves
to the significance of feeling
abroad, which is not dissipated by
every legitimate means, bids
fair to cloud the international
horizon for a long time.—*Reuter's American Service.*

London, June 8.—Presentation
to the King and Queen which was
not scheduled on the court calen-
dar took place in the London
suburb of Uxbridge, where the
King's automobile skidded and
knocked two girls off their bicy-
cles. One girl fell into a patch
of wet tar and the other into a
ditch, but neither was injured and
both were greatly embarrassed to
find themselves shaking hands
with the King, Queen and Prince
Henry. As he saw one girl look-
ing ruefully at her wrecked bicycle,
the King exclaimed: "Never mind
about the cycle. What matters is
that you are not hurt."

AIR RACE.

EXCITING ROUND BRITISH
EVENT.

Rugby, July 9.
The air race for the King's Cup
began this morning and will finish
late to-morrow afternoon.

Owing to an eleven-hour dis-
qualification, only fourteen aero-
planes are participating in the race
which is conducted under handicap
conditions.

Captain Barnard, last year's win-
ner, is scratch man, piloting a 400
horse power machine, which on each
day concedes nearly five hours' start
to three low-powered Moth
machines. The latter took off
shortly after ten o'clock from Hen-
don and, owing to the prevail-
ence of fog over eastern England,
they flew over the western circuit
first, Cheltenham being the turning
point. Two of the Moth machines
travelled neck and neck over
the whole of this 200 mile
course travelling at the com-
paratively low speed of 88
miles per hour and only two seconds
separated them on the completion
of the first lap. In contrast with
the 134 minutes required by them,
Lieutenant Schofields, in a 450 h.p.
Vickers "Vixen," with 102 minutes
start completed the lap in 76
minutes. All except the two shorter
handicap entrants, had finish-
ed the first circuit and were
well advanced on the eastern one
of 166 miles, with Cambridge as its
turning point, when Barnard, fly-
ing at a speed of about 200 miles
per hour started in pursuit. He
flew over the course in seventy
minutes.

As Hendon is the starting and
finishing point of both circuits,
which must be covered twice on
each day, the spectators at the aero-
drome there were able to follow the
progress of the airman with more
interest than has been possible in
the past with a single around Bri-
tain course.—*British Wireless.*

BANK RETURNS.

FIGURES FOR JUNE.

The returns of the average amount
of bank notes in circulation and of
specie in reserve in Hongkong, dur-
ing the month ended 30th June, 1926,
as certified by the Managers of the
respective Banks are:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Aus- tralia and		
China	13,936,203	5,300,000*
Hongkong and Shanghai		
Banking Corporation	41,069,833	38,000,000*
Mercantile Bank of India, Ltd.	1,520,577	550,000*
Total	\$56,526,613	43,850,000

* In addition Sterling Securities
deposited with the Crown Agents
valued at £1,287,100.
† In addition Securities deposited
with the Crown Agents and Straits
Government valued at £3,103,097.
§ In addition Securities deposited
with the Crown Agents valued at
£380,000.

Mrs. Hunt, who lives at the
Military Detention Barracks, has
reported to the police the theft
from her quarters of jewellery
and clothing to the value of \$160.

London, 17th June.—The boom
in type writers started by the
King on the 18th of February has
exceeded the most optimistic ex-
pectations. The "Imperial" Com-
pany of Leicester has doubled its
plant. The latest order is for
a thousand machines from the
Swedish Government. Many Aus-
tralian, Indian and Africa or-
ders have also been received.
Other companies report a similar
increase in the number of orders.

London, 13th June.—A Rome
message says that using a special
earth found near Naples, which
is taken either in the form of
pills or applied externally a man
named Don Luigi, priest is report-
ed to have successfully cured,
more than a hundred cases rang-
ing from tuberculosis to paralysis;
and from toothache to broken
ribs. His house is surrounded
by hilling Italians, seeking treat-
ment.

London, 13th June.—After 27
years in writing a book on evolu-
tion Mr. Philip Clerier shot him-
self in order to win publicity.
He was taken to hospital with five
head wounds which are not dan-
gerous, however. A letter from
the publisher said that the book
was of considerable value. It
deals with the world's origin and
the destiny of the human race
and social organizations.

Entertainments.

QUEEN'S

TO-DAY ONLY at 2.30, 5.15, 7.15 & 9.15

"Kiss Me
Again"
BY HANS KRAZY
an Ernst Lubitsch
Production
MARIE PREVOST
MONTE BLUE
CLARA BOW JOHN ROCHE
WILLARD LOUIS
DIRECTED BY
ERNST LUBITSCH

"He sought to teach
an erring wife a
needed lesson—
and was caught
in a dangerous
love"



STAR

TO-DAY ONLY at 5.30 & 9.15

Last Performances of the
Charming British Film

COMIN' THRO' THE RYE.

WORLD

TO-DAY ONLY at 5.15 & 9.15

Marshall Neilan's Thrilling Crook Drama

FOOLS FIRST

with

RICHARD DIX,

CLAIRE WINDSOR

CLAUDE GILLINGWATER, GEORGE SIEGMAN

CITY HALL

JULY 13th, 19th, and 21st.

Brick Morse's

CALIFORNIA COLLEGIANS

The World's Greatest College Entertainers

10 piece Jazz Orchestra
Male Chorus of 20 Voices
Instrumental and Vocal Soloists
Snappy Novelty Acts—Clever Comedy Artists

Booking now open at Moutrie's

Prices \$3, \$2, & \$1